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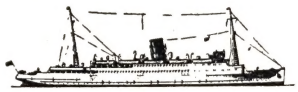

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Ships AND SHIP MODELS

INCORPORATING MODEL SHIPS & POWER BOATS

Vol. IX. No. 105. OCTOBER 1956

CONTENTS

The Ship's Log	311
Grand Regatta	312
Pages from a Marine Sketchbook—6	314
Building an early Sixth Rate—8	315
A-Class Championship	318
The late Sir William Garthwaite	320
Naval Photograph Club	323
The Bournville Regatta	324
Nautical Book Reviews	325
To Lisbon in the Sorlandet	326
Ships and flags at the M.E. Exhibition	328
Jason's Notes	333
Ships in the News	334
Trade Topics	336
Irene of Bridgwater	337
Mailboat	338
Acanthe—to the Penang design	340
News from the Clubs	342

SHIPS AND SHIP MODELS is always on the lookout for first rate illustrated articles, and readers are invited to submit contributions. Constructional details of ship models of all types are required and articles relating to model yachts and yachting. Manuscripts should be sent to the Editor, with stamped envelope for return if unsuitable.

THE SHIP'S LOG

NOW THAT THE Model Engineer Exhibition is over and the regatta season is almost finished, shipmodellers should be planning their programmes to make the most of the coming winter season.

The builder of static models will have studied those seen at the M.E. and other exhibitions and will have compared them with his own—thereby learning valuable lessons, both by seeing how to produce certain results and what to avoid in future. He will have thought up ideas for future models and in many ways his taste and scope will have been improved.

The builder of working models, whether of yachts, sailing prototypes or power boats, will no doubt have attended a number of regattas and will have studied his own and other boats under working conditions. In sailing racing model yachts, experience counts more than anything else and the close competition of a regatta compels a study of hull form—as shown by wave formation—and sail balance and trimming, which in the end produces a better boat and, with the added experience of sailing, ultimately enables one to be a winner of championships.

The same applies to the builder of hydroplanes and power-driven models. In hydroplanes especially, competition is keen and speeds are high. The smallest detail can affect performance at high speed and a high standard of both craftsmanship and intelligence is required to produce a successful boat.

At the same time those who sail both yachts and hydroplanes year after year without having much success must be given due credit. It is their sportsmanship and support which keep the hobby alive and provide the much needed "trial horse" for the top liners.

★ ★ ★

THERE WAS CONSIDERABLE disappointment at the Model Engineer Exhibition when the Russian ship models failed to appear. The Russian competitors did not apply for their visas in time. In spite of everything that could be done it was found impossible to have the models and their builders here in time. However, the will is still there on both sides and it is hoped they will be with us next year.

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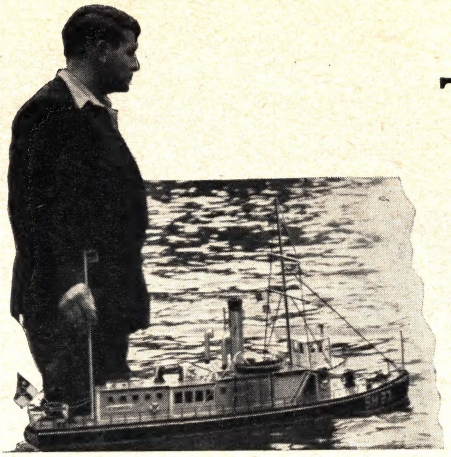


E. J. Rawlings with the model river steamer he built jointly with M. J. Bray (both of Southampton)

The Grand Regatta

Indifferent weather but tremendous enthusiasm for the M.P.B.A. classic at Victoria Park

THIS EVENT, the highlight of the M.P.B.A. calendar, took place at Victoria Park, London. The morning broke grey and dull after a night of heavy rain but it was at least fair and, better still, it was warmer than it had been for some days.

With entries of about 100 prototype models and over 40 hydroplanes, it was obvious that there would have to be some smart staff work to get through the programme.

The nomination event started at 10.30 a.m. sharp and it was more than an hour before the last boats had had their run. The general behaviour of the boats was of a high standard and scale speed is becoming better understood. The winner was A. Newton of Forest Gate, who forecast his time correctly. The runner-up was R. Newing of Norwich with his paddler *London Belle*, who had only 0.1 per cent. error.

Next followed the 500 yard Class C race for the Victory Cup. This was won by J. Hampton of Portsmouth with his boat *Jim*, which attained a speed of 42.6 m.p.h. In the 500 yard race for the E.D. Trophy, which was for Class C restricted hydroplanes, the winner was K. Hyder of St Albans with *Slipper* 5. His speed was 53.89 m.p.h.

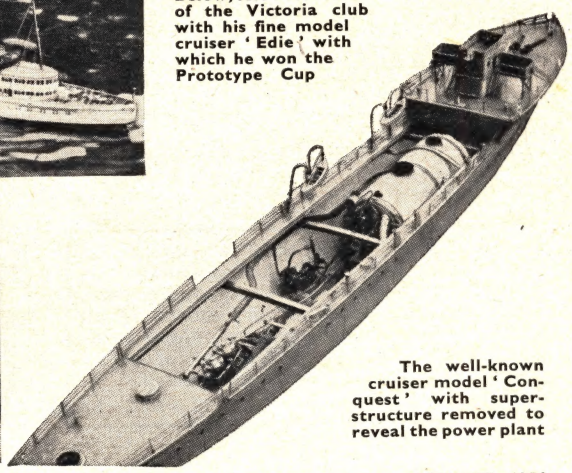
There was no break for lunch so, as the next event was the steering competition for the M.P.B.A. Challenge Trophy, the prototype models were rounded up and were soon speeding across the lake. As each competitor has three runs, the event had to be handled smartly and with the full co-operation of the competitors.

This event is one of the most popular of the day as the results can be seen and the scores counted almost at once, although in the bustle and seeming confusion it required some concentration to follow the individual boats. Although the water was more than a little disturbed there was scarcely any wind and the conditions for steering were reasonably good.

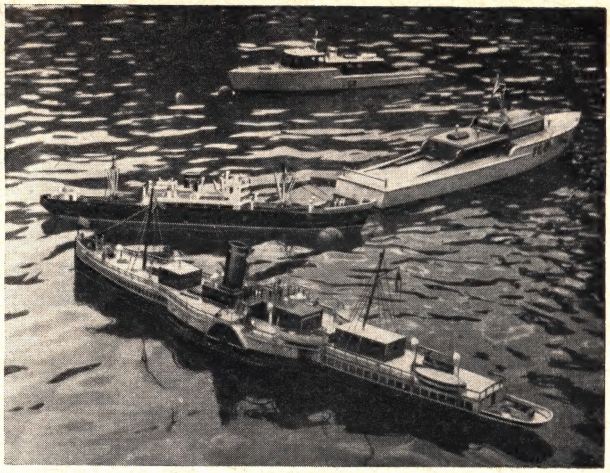
W. Blaney, the Victoria club veteran, sailed his *Li'l' Man* and made a good score, much better than some of the faster and newer boats. An interesting newcomer was the river steamer *Nuremberg* built by E. J. Rawlings and M. J. Bray of Southampton, who won the Prototype Cup last year with their *Roarin' Jenny*. They must have a passion for river steamers

Right: A. J. C. Waller of Watford with his model of the 'Royal Sovereign'

Below, left: W. Morss of the Victoria club with his fine model cruiser 'Edie' with which he won the Prototype Cup



The well-known cruiser model 'Conquest' with superstructure removed to reveal the power plant



but at any rate they are picturesque prototypes for modelling.

Winners in steering

The winner in the steering competition was E. Smith, of Victoria, closely followed by J. Benson of Blackheath with *Comet*. R. Porter, of Victoria, last year's winner, came third with *Slickery*.

Two more events for hydroplanes followed. The Mears Trophy for Class B boats was won by M. Daly of Blackheath with his *Nipper* 2 at 61.61 m.p.h., and the Speed Championship Cup for Class A boats was won by G. Lines of Victoria with *Big Sparky* at 59.46 m.p.h.

The behaviour of the models in both the Nomination and Steering competitions is taken into account when judging for the Prototype Cup, realistic scale speed and accurate steering being important qualities. The winner of the cup was W. Morss of Victoria with his magnificent new cabin cruiser *Edie*. He was closely followed by Mr Waterton of St Albans (late of Altrincham) with a very fine cabin cruiser with a double skinned hull. The hull was equalled by his engine, a six-cylinder job with twin overhead camshafts. Both these models performed well on the water.

Straight from the Show

Among the boats brought along from this year's Model Engineer Exhibition was *Joanne*, a beautifully finished cabin cruiser and the German lifeboat *Bremen*. As usual, some old friends were present, notably Mr Eltridge's paddler *Royal Sovereign* and Mr Robinson's tug *Elsie*, was noticed also a fine destroyer *Javelin*, built to *Model Engineer* designs and Mr Waller had his two models, *Royal Eagle* and *Royal Sovereign* thus adding a picturesque touch of realism with their nicely made and placed crews and passengers.

The day's proceedings were followed with great interest by a large crowd of spectators, which did not disperse even during the occasional slight showers.

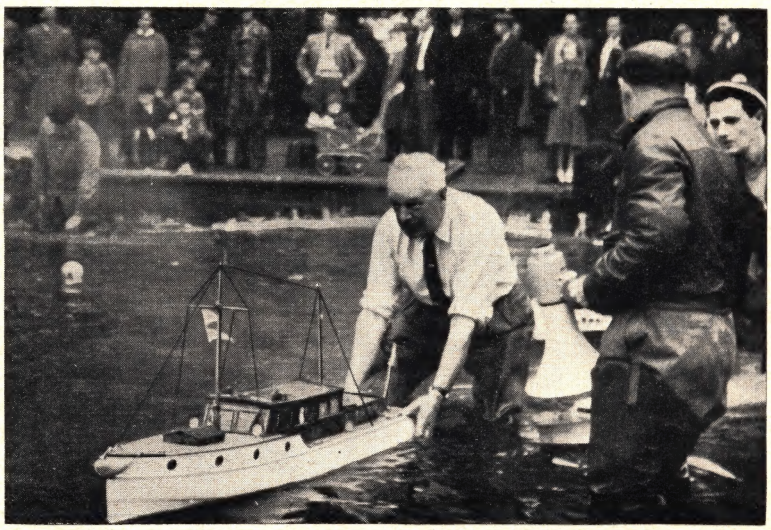
Above, left: A general view of the lake with some of the models lining up in the steering competition

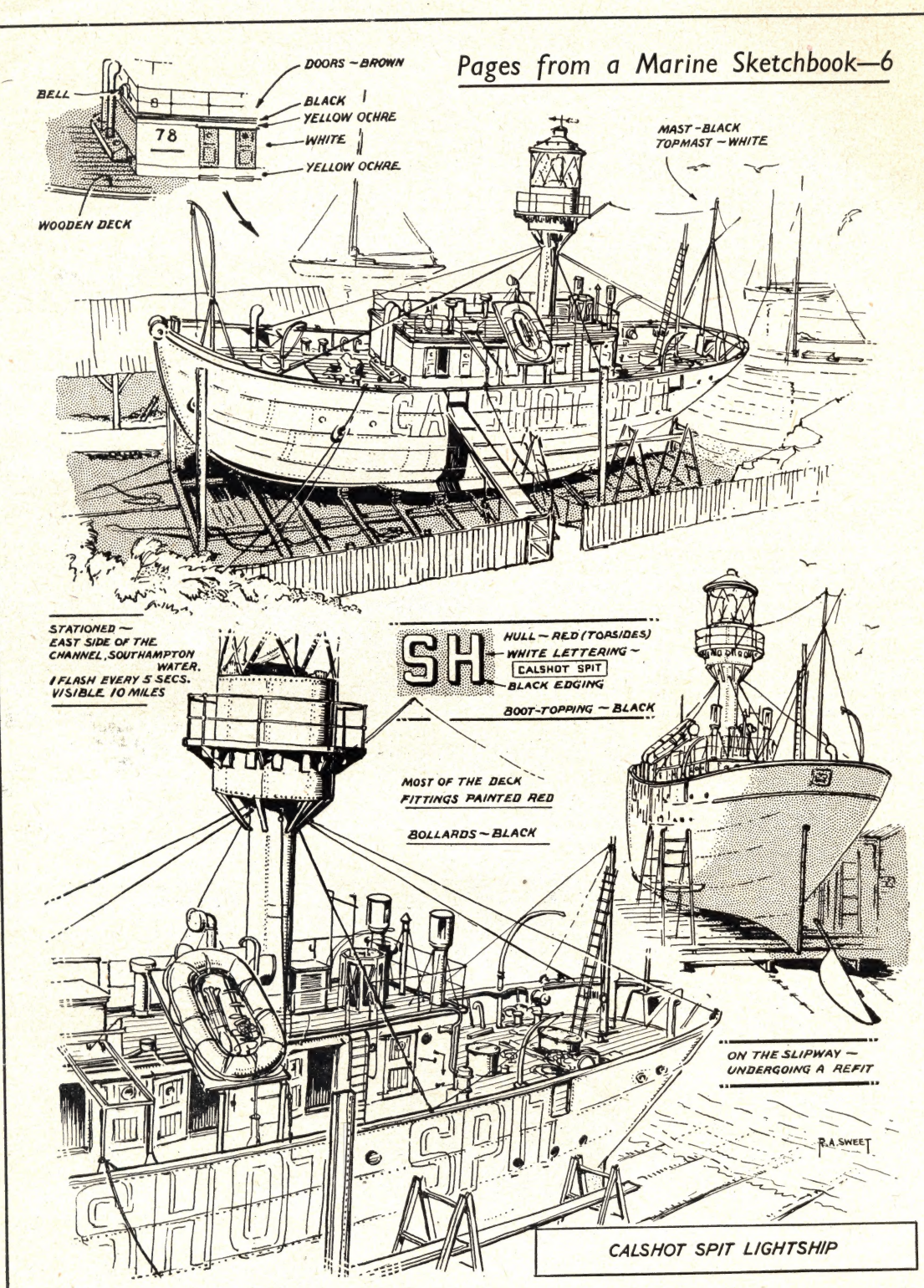
Above, right: A group of models at their mooring buoys

★

Right: W. Blaney, veteran of the Victoria Club, scores in the steering competition with his famous 'Li'l' Man'

Below: R. O. Porter, last year's winner, sights his model, 'Slickery', in the steering competition. This year he came third




Pages from a Marine Sketchbook—6
BELL
DOORS – BROWN
BLACK
YELLOW OCHRE
WHITE
YELLOW OCHRE
78
WOODEN DECK
MAST – BLACK
TOPMAST – WHITE
CALSHOT SPIT
STATIONED –
EAST SIDE OF THE
CHANNEL, SOUTHAMPTON
WATER.
1 FLASH EVERY 5 SECS.
VISIBLE 10 MILES
SH
HULL – RED (TOPSIDES)
WHITE LETTERING –
CALSHOT SPIT
BLACK EDGING
BOOT-TOPPING – BLACK
MOST OF THE DECK
FITTINGS PAINTED RED
BOLLARDS – BLACK
ON THE SLIPWAY –
UNDERGOING A REFIT
R.A. SWEET
CALSHOT SPIT LIGHTSHIP

BUILDING AN EARLY

SIXTH RATE

R. J. COLLINS, this month, concludes his instructions on the yards' rigging and turns his attention to the clew lines

Now we come to the main top gallant (Fig. 118). There is the same lack of agreement here as in the fore mast.

Without pendants, standing end of ¾ in. rope at yard arm, back to 4 in. blocks at mizzen topmast head and down to base of third mizzen shroud via a hole in the top. If pendants, then pendants of 1 in., 6 ft long, standing end at mizzen masthead and forward to pendant blocks, from there as before although I cannot make six blocks of this as Battine does.

Mizzen top brace (Fig. 119). Pendant 1 in. 6 ft long, blocks 5 in. Standing end of ¾ in. brace three or four feet down from peak of lateen yard over to pendant block and back to block on yard about 18 in. down from standing end, from there to ring bolt which holds the main brace block. Again, I know this is not correct but it would be about here.

At the heel (or nock—to give it its correct name) of the lateen yard were a couple of ropes which were called bowlines (Fig. 120). These have nothing to do with the generally-accepted meaning of the word, but were actually akin to braces. Two 1½ in. ropes were made fast either by being passed through a hole and retained by a knot or (I should use this for modelling) a clove hitch in the centre of a long rope. Each end goes forward to a 7 in., block on the sixth shroud and belayed to a pin or on the model, to the base of the shroud itself.

This is the end of the running rigging devoted to the yards. If by this time you think that you have had enough now is the place where it is convenient to stop. But if you do call a halt remember that the top and top gallant lifts will have to go to the mast heads as the clews will not be there !

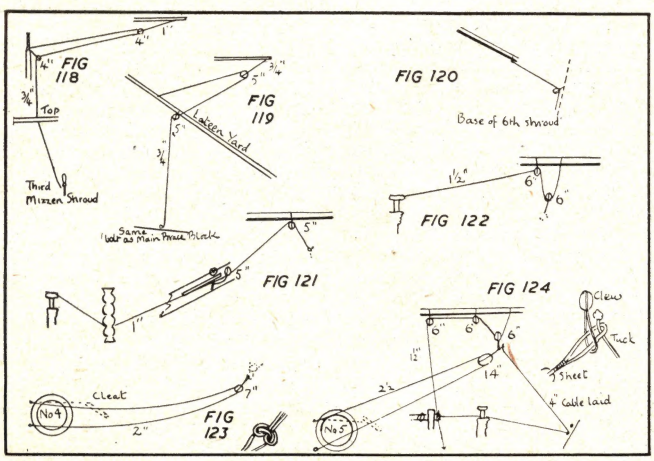
Clews, or rather the clew lines, are the ropes that help to control the outside bottom corner of the sail. They are for pulling up, as against the sheets and tacks which are for pulling down. All three ropes are generally connected by some form of loop and toggle. For some reason the clews of the lower courses are called clew-garnets.

When the sails are set the standing end of the clew line is made fast to the yard, about a third of its complete length in from the end. From there it goes down to the block at the corner of the sail (this block must be stropped with a strop about one and a half times longer) and back to a similar block attached to the yard a little farther in. Then it proceeds to its belaying point—generally via some other blocks. In the period under consideration these blocks were of ordinary shape and not the special "clew" blocks, which did not appear until about 1700. If, as in this model, no sails are fitted, the block from the corner is brought up to within a few feet of the yard and held there by the sheet.

Sprit top mast clews (Fig. 121) were single—that is, there were no blocks at the corner of the sail. The standing end was engaged by a loop and toggle (a large knot actually took the place of a toggle) with the sprit yard lifts, which were also the sheet. From here it passed through the 5 in. blocks on the yard. I don't know where its belaying point was as Battine, in giving only two blocks, seems to infer that it belayed at the base of the mast. Dr. Anderson, however, says there should be a couple of blocks here and the line passed back to the beak head rails. I should follow this, passing through the third sheave of the rack block.

Sprit sail clews (Fig. 122). The standing end of 1½ in. at yard, through 6 in. block and back to block on yard, from there straight to beak head rail. The sheets and tacks are so connected with clews that it is more convenient for me to deal with them all together. It is also more convenient for you to fit. The sheet rope (Fig. 123) of the sprit sail starts at a ring bolt on the outside of the hull. The exact position seems to be in some doubt for while later it was about midships, Deane shows it much more forward. I therefore place it about 18 in. aft of the fourth gun port and slightly higher than the bottom, just clearing the wreath on the outside. The returning end will enter the ship from a point higher than this, level with the top of the port, clearing the wreath on the outside and the cleat on the inside. The rope is 2 in. and belays to the forward cleat.

Fore clewgarnets (Fig. 124). Standing end of 1½ in. at yard, down to 6 in. clewgarnet block and back to block on yard, then on to another block on the yard which is slung just a little outside the quarter block which takes the sheet down. The line goes



straight down and could belay to the sheet bitts. The element of doubt shown here is because earlier there was no inner block on the yard and the clewline went from the block down and outwards to belay behind the shrouds. Later there was a block on one of the ring bolts at the side of the mast and the rope passed through this and—in models at least—belayed there. The inner block on the yard prevents it going to the shrouds and there are not enough blocks mentioned to allow for the other. But it seems to me that it must come more or less straight down.

The tack, which is 4 in. cable laid, is held in the strop of the clewgarnet block by a large knot and from there passes down and forward, the starboard tack taking the lower hole by the cutwater and the port tack the higher. From there through the beakhead timbers and through the rail to belay at the sheet bitts. I have chosen this lead, although rather old fashioned because, the beakhead appears too shallow to allow a dead block in the timbers. The sheet block is 14 in. and has a strop at least 2 ft clear of the block and is also engaged in the strop and knot of the clew and tack. Actually the strop of the sheet passed through the strop of the clew and was held by the knot of the tack. The standing end and lead-in of the 2½ in. sheet is in the same position to port five as the sprit sheet is to port four. Belays to the after cleat.

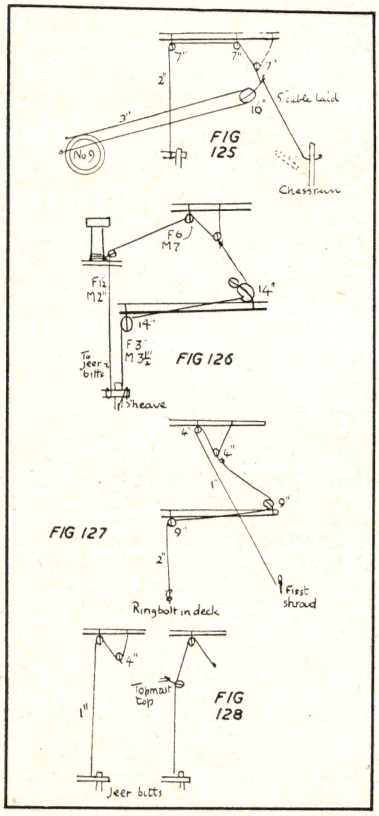


FIG 125

FIG 126

FIG 127

FIG 128

Main clewgarnets (Fig. 125) are similar but with 2 in. rope and 7 in. blocks. The tack is 5 in. cable laid and goes down to the sheave in the chess-run and into the hull by a lead-in close forward and belayed to forward cleat. The sheet of 3 in. cable-laid rope started at a ring bolt 2 ft above the upper lower wale beneath the third quarter deck gun port. A hole beneath this was the lead-in for the returning end. As I don't know where this belayed and you cannot get at it anyhow I should firmly glue this rope into the hole and tighten up on the standing end. The sheet block is 16 in. and stropped as the fore sheet. I have shown how these three were assembled.

Fore top clew (Fig. 126). The standing end of 1½ in. is secured to the yard, down to the 6 in. clew block and back to block on the yard. But where the line goes after this is another puzzle. Battine only gives four blocks and these are already accounted for. Dr Anderson says the line is rove through a block on the bite of the lower shroud, then down through the lubber hole and belayed behind the shrouds. Deane's draught may show this although his line seems to go in below the top. Personally, despite Battine's shortage of blocks I think that Dr Anderson's lead is the correct one and that is the one I follow except that I belay the clew line to the jeer bitts.

Additional facets

I draw particular attention to perplexing points to show how interesting the subject can be apart from pure model making, and to show what scanty information there is at times to go on with. (It also provides me with a reasonable excuse should I make a mistake!) Now to return to the rigging. The sheet of 3 in. is secured to the clew block and then down to the sheet block, back along the after side of the yard, through the other block near the slings and down to the sheet bitts. Here again Battine only gives two blocks where four are obviously needed. The main is the same layout but with 2 in. clewline, 7 in. blocks and 3½ in. sheet. Mizzen top clew (Fig. 127) was also generally similar, clewline 1 in., blocks 4 in., sheet 2 in. There are no bitts here to belay to so I would fasten off to a ringbolt in the deck at the base of the mast and the clew to behind the first shroud.

Top gallant clews (Fig. 128). With four blocks to play with the clews can either be as the lower—that is from the yard to the clew block, back to the yard and so to belay or the line can start at the sheet and up to the block on the yard, the other block being stropped to the outer end of the after crosstree to form a lead down to the belaying point at the jeer bitts. Deane's draught seems to favour this, but I imagine either one would be correct. Line 1 in., blocks 4 in. for both masts.

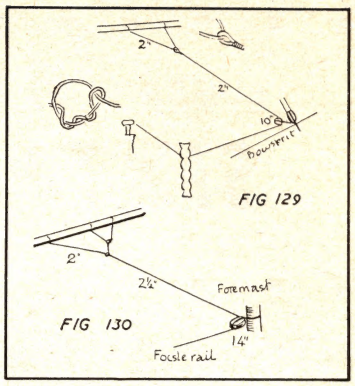


FIG 129

FIG 130

Bowline details

Bowlines were attached to the sails by bridles and the main line went forward. On a ship with its sails taken off, the bridles were hitched to the yards with timber hitches or, in some cases, temporarily joined to the leech or buntlines close to their yard blocks.

Fore bowlines (Fig. 129). Bridles 2 in., 10 ft 6 in. long, both ends attached to the yard about 3 ft apart and a little more than a half-way in. The end of the bowline, also 2 in., has a thimble through which the bridles pass. From here it goes forward and downward to the 10 in. blocks stropped to the collar of the forestay and back to the beakhead rail via the first sheave of the rack block.

Main bowline (Fig. 130) bridles have three legs. Eight fathoms (48 ft.) of 2 in. are allowed for these which gives 12 ft to each bridle. Work a thimble or small eye into one end of two of them as well as into the end of the bowline (of 2½ in.). Take the free end of a "looped" bridle and pass it through the eye of the bowline and attach it to the yard. Pass the untreated bridle through the thimble of the first and attach both ends to the yard. This will give a three-legged bridle. The bowlines run forward and down, each one passing through a 14 in. single block lashed to the after side of the foremast, about 6 ft up and from there to the fo'c'sle rail.

STANDING RIGGING

BOWSPRIT

1. Gammoning, 5 in.
2. Lifeline or handlines 3 in., lanyards 1 in., dead eyes, small (8).
3. Standing lifts of yard 2 in., lanyard 1 in., dead eyes, small (4).
4. Spritsail topmast shrouds 1½ in., lanyards ¾ in., dead eyes, small (8), ratlines ¾ in.
5. Spritsail topmast backstay 1 in., blocks 4 in. (6).

FOREMAST

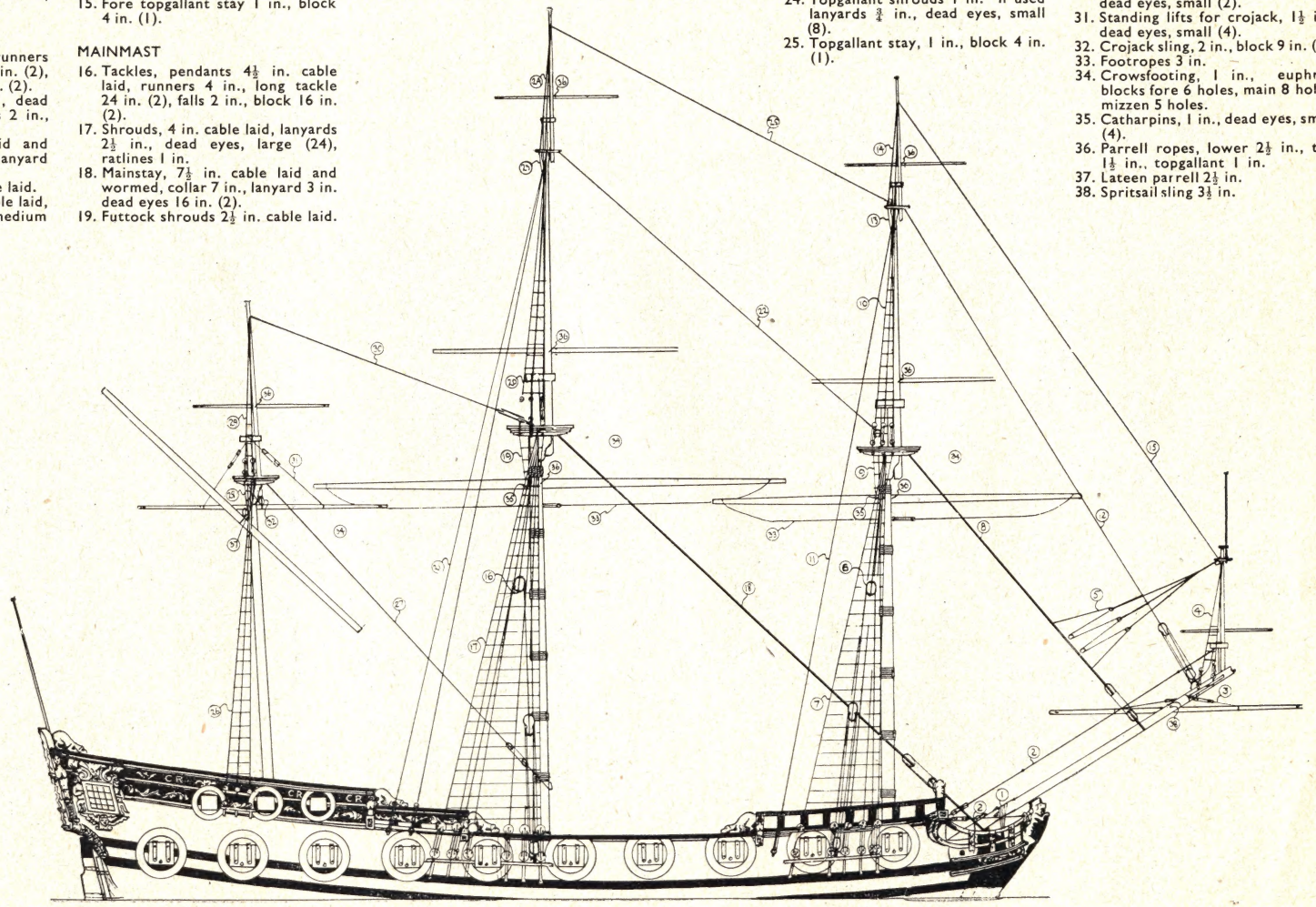
6. Tackles, pendants and runners 4 in., falls 2 in., blocks 14 in. (2), 15 in. (2), long tackle 22 in. (2).
7. Shrouds, 3½ in. cable laid, dead eyes, large, (20), lanyards 2 in., ratlines 1 in.
8. Forestay, 6 in. cable laid and wormed, collar 4 in., lanyard 2 in., dead eyes 15 in. (2).
9. Futtock shrouds 2 in. cable laid.
10. Topmast shrouds, 2 in. cable laid, lanyard ¾ in., dead eyes, medium 12), ratlines ¾ in.
11. Topmast backstay, 2 in. cable laid, lanyards ¾ in., dead eyes, medium (4).
12. Fore topmast stay, 2½ in. cable laid, single block 14 in. (1), long tackle 14 in. (1).
13. Futtock shrouds 1 in.
14. Fore topgallant shrouds 1 in. If used lanyards ½ in., dead eyes, small (8).
15. Fore topgallant stay 1 in., block 4 in. (1).

MAINMAST

16. Tackles, pendants 4½ in. cable laid, runners 4 in., long tackle 24 in. (2), falls 2 in., block 16 in. (2).
17. Shrouds, 4 in. cable laid, lanyards 2½ in., dead eyes, large (24), ratlines 1 in.
18. Mainstay, 7½ in. cable laid and wormed, collar 7 in., lanyard 3 in. dead eyes 16 in. (2).
19. Futtock shrouds 2½ in. cable laid.
20. Topmast shrouds, 2½ in. cable laid, lanyards 1½ in., dead eyes, medium (12), ratlines 1 in.
21. Topmast backstay, 2½ in. cable laid, lanyards 1 in., dead eyes, medium (8).
22. Topmast stay, 2½ in. cable laid, lanyards 1½ in., blocks 14 in. (2), long tackle 14 in. (1).
23. Futtock shrouds, 1 in.
24. Topgallant shrouds 1 in. If used lanyards ¾ in., dead eyes, small (8).
25. Topgallant stay, 1 in., block 4 in. (1).

MIZZENMAST

26. Shrouds, 2 in. cable laid, lanyards 1 in., dead eyes, medium (12).
27. Stay, 2½ in. cable laid, lanyard 1 in., collar 1½ in., dead eyes, medium (2).
28. Futtock shrouds, 1½ in.
29. Topmast shrouds, 1½ in. If used lanyards ¾ in., dead eyes, small (8).
30. Topmast stay, 1 in., lanyards ¾ in., dead eyes, small (2).
31. Standing lifts for crojack, 1½ in., dead eyes, small (4).
32. Crojack sling, 2 in., block 9 in. (1).
33. Footropes 3 in.
34. Crowsfooting, 1 in., euphroe blocks fore 6 holes, main 8 holes, mizzen 5 holes.
35. Catharpins, 1 in., dead eyes, small (4).
36. Parrell ropes, lower 2½ in., top 1½ in., topgallant 1 in.
37. Lateen parrell 2½ in.
38. Spritsail sling 3½ in.



WITH the exception of the falls of the various tackles all the ropes are black. The figures given in inches after each rope denote its circumference. The number of blocks needed is given in brackets after the size.

Left : H. Boussy, the French competitor, with his boat

Right : V. F. Wade, president of the M.Y.A., with Mr. Williams (peaked cap)—at 84 years of age the Commodore of the Gosport Model Yacht Club—with the trophies

Extreme right : British and French boats, close-hauled, starting from leeward end

A-class and International Championships

EDWARD BOWNESS describes some of the incidents that enlivened the racing at Gosport

Above : Mark Fairbrother (extreme left) starts the British and Danish boats while the B.B.C. televises the race

Left : French and Danish boats start a run in one of the heats in the International

THE BRITISH M.Y.A. open A class Championship took place this year at Gosport, with only 28 starters. There were a number of new boats in the fleet and some well-known and tried boats, and it was obvious that competition was going to be very keen.

The O.O.D., Mr W. G. Baker, decided to sail in two divisions, these to meet each other after completing their own schedule. The Mayor of Gosport, Alderman H. T. Rogers, J.P., started the first pair of boats in A division on the Monday at 9.30 a.m. A light wind which blew at the start prevailed until the following afternoon, when A division again came on with a good first-suit breeze which gave some really fine racing. Wednesday saw the best breeze so far, it being quite steady from the S.W. and giving a good beat and run.

The divisions having completed their schedules by that evening skippers and officials hurried off to prepare for the dinner at the Lee Tower, Lee-on-Solent. This was attended by 80 or more people and was presided over by the Mayor and Mayoress of Gosport. A pleasant item was the presentation to Frenchman M. H. Boussy, newly-elected president of the International M.Y.R.U., of a silver loving cup as a token of friendship and esteem from the M.Y.A.

The M.Y.A. chairman, Mr O. Steinberger, speaking in French, paid tribute to the sportsmanship of H. Boussy during the many years he had been coming to sail in this country. After suitably replying M. Boussy, on behalf of the Federation Francaise du Yachting a Voile, pre[illegible]ed a beautiful bronze medallion to Chas

R. Seabrooke, as an appreciation of his work for International Model Yachting. The evening was greatly enjoyed and will be long remembered.

Racing was resumed on Thursday morning and by the evening any one of a dozen boats could win. Friday started with a very light wind from the S.E. and, with heavy rain falling and the wind dying away completely, racing was abandoned after only one heat. The five remaining heats were completed in the afternoon in a variable wind, and after a great struggle between all the boats the champion was found in Mr A. Jurd with *Calypso*, a new boat from Mr B. H. Priest's design. A close second was Mr R. Gardners' *Serenade*, another Priest design, with Peter West's *Moonraker II* only two points behind, taking third place.

The international races for *Yachting Monthly* and Wing and Wing Cups, followed the A class National Championships, the entries being : Gt Britain, A. Jurd with *Calypso*; Denmark, K. Ipsen with *Revanche*; and France, H. Boussy with *Vivianne*. Dull weather with a strong breeze greeted the three contestants on Saturday morning, but the wind faded and only four rounds could be sailed, leaving six for Sunday.

At the conclusion of the day's racing *Calypso* was leading from *Revanche* by 31 to 24, with the French boat *Vivianne* having made only 5 points. *Vivianne's* performance was curiously erratic and unreliable, especially as she had been sailing quite well during the National Championship.

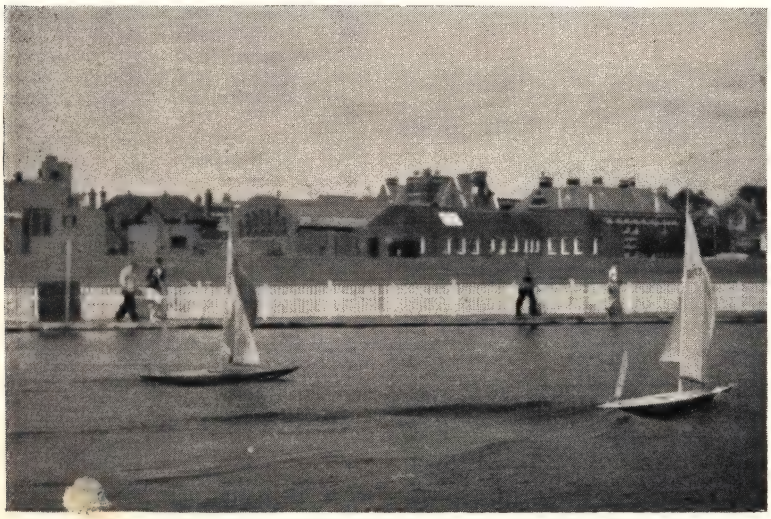
It was not until Sunday morning that it was noticed that her tiller was whipping and bending; ultimately it was found that the soft brass of which it was made was not good enough. Thereupon Mr Steinberger hammered and hardened it so that it stood up to the remainder of the racing.

There was almost a gale blowing on Sunday, and this again created difficulties for the French boat, which was at its best in light winds. However, M. Boussy fought on bravely in spite of tremendous discouragement, and although his sailing improved very considerably after his steering troubles were remedied, he was already so far behind that he had really no chance. Nevertheless, everyone admired his sportsmanship in the way he held on when a lesser man would have given up.

The final scores were: first, *Calypso*, Gt Britain, A. Jurd, 69½ points; second, *Revanche*, Denmark, K. Ipsen, 54 points; and third, *Vivianne*, France, H. Boussy, 11½ points. *Calypso* also won the Wing and Wing Cup race for the fastest run down the lake, clocking 1 min. 52 sec. after she had previously clocked 1 min. 52.8 sec.

The M.Y.A. awards were presented to the winners on Saturday morning by Mr O. Steinberger, the M.Y.A. chairman, and at the conclusion of the racing on Sunday the cups were presented by the Mayor of Gosport. A gesture by M. Boussy which was much appreciated was when he handed to the Mayor a beautiful bronze medallion to present to Mr H. Amlot, the oldest skipper in the race.

Mr Amlot is 73 and for many years has been keen but unsuccessful in A class championships.



Arthur Levison's boat 'Jill' trailing a spectacular wake

THE LATE
Sir William

A shipowner with vision . . . now his school ship ambition for Britain may be realised

THE DEATH of Sir William Garthwaite, Bt, shipowner and underwriter at Lloyd's, was a matter of interest to all Britons who care about ships and the sea. Sir William died on the eve of the Torbay-Lisbon race—which, I understand from Mr E. Bernard Morgan, the secretary of the organising committee, he had originally suggested—and, because of his death, a yacht of his named the *Lady Francesca*, lying ready and manned for the race, had to be scratched.

Sir William Garthwaite is usually remembered for the fact that he was the owner of the last British four-masted barque, the Dundee-built 3,000-tonner *Juteopolis*, which he renamed *Garthpool*. But on Armistice Day, 1929, she piled up on a reef off the Cape Verde Islands with an all-British crew, and that was the end of her. It was also the end of big British cargo-carrying sailing ships, though the former German, ex-Finn four-masted barque *Pamir*, as a war prize, flew the New Zealand flag for a while during and immediately after the second world war and *Garthpool's* sister *Lawhill*—the one with the stump topgallantmasts rigged abaft her topmasts—flew the South African flag at the same time.

But *Garthpool* was not Sir William's only ship or his only claim to a measure of maritime fame, by any means. He owned a dozen sailing ships, ten of them large Cape Horners, at one time or another. He played a considerable part in the use of the small decoy sailing ships called " Q " ships in the first world war and donated one of the first of these ships to the Admiralty.

He founded the Sea Lion Sail Training-ship Society, the object of which was to provide Britain with a big sail-training ship for use on the deepwater routes, and it was no fault of his that the scheme failed. It was the lethargy of both shipping interests and public alike, plus the depression, which settled that idea.

Call of the sea

Some years ago, I was fortunate to get Sir William to tell me something of his story. Born in 1874, he was the son of William Garthwaite of Staindrop, in Co. Durham. In his youth he loved to walk about the docks and watch the big sailing ships, particularly in the East and West India docks in London, and it was a very early ambition of his to become concerned with such ships. The sight of these ships gave the lad a wanderlust which he never lost. When he was twelve years old he went off, unknown to his parents, on his first trip—a day trip to France.

Sir William later acquired interests in Brazil and France and elsewhere abroad. As a merchant in the export business, one of the big jobs he did was to ship the whole of the material required for the Madeira-Mamore railroad, in Brazil, and the shipping experience gained then stood him in good stead in later years. Steamers for trade on the Amazon, a fleet of barges which he rigged as schooners and sailed out to Para, the purchase of an old steamer named *Oracabessa* (which first put his name in Lloyd's Register as an owner)—these were among Sir William's earlier ventures.

First of the sailing ships

It was not until 1915 that he launched out as a sailing-ship owner. Foreseeing the shortage of steamships and the imperative need for sailing ships, his first purchase was a little tops'l schooner called *Else*, a German short-sea trader which was the first prize captured during the war. Renaming her *First Prize*, Garthwaite intended her for the coastal trade, but the Admiralty had other ideas. She became H.M.S. *Prize* and, under the command of the famous Lt Cdr W. E. Saunders, V.C., D.S.O., R.N.R., had a remarkable career as one of the early " Q " ships. Unfortunately, one submarine she battled with and thought she had sunk, the U93, survived to return to Germany, where " Q " ship tactics were reported at length, and *Prize* herself was blown up with all hands not long afterwards. She had become a marked ship.

Next purchase was the 2,000-d.w. ton barque *Carnmoney* but she, too, was sunk by U-boats within a couple of years. The full-rigger *Queen Elizabeth* was bought next, but she went missing on her first voyage for the Garthwaite interests. She sailed from Liverpool in December, 1915,

'Garthpool,' last Cape Horner to fly the British flag (excluding war prizes)

Garthwaite

by ALAN VILLIERS

The ill-fated 'Garthwray' (ex 'Wray Castle')

and was never heard of again. Whether she was sunk by enemy action or merely fell victim to the sea, nobody knows. A group of the Inver barques followed quickly under Sir William's flag—*Invercauld*, *Invermay*, *Inverneill*, *Inversnaid*, and *Invergarry* all became his. At this time, he formed a special company in Montreal to own and operate the ships. This was the Marine Navigation Co. of Canada, Ltd, and the ships were renamed to carry the prefix Garth instead of Inver.

Victims of U-boats

There were old salts who said it was bad luck to change the names of sailing ships, but Sir William noticed that whether he changed the names or not his ships continued to be sunk by enemy action far too quickly—some of them indeed before he was able to alter their names. Between February and December, 1917, he lost five big square riggers to U-boats as well as a couple of new steamships, both of which were on their maiden voyages. He began to think that the Germans, having noted his connection with the " Q " ship *Prize*, were taking their revenge. But there was no real evidence of that. Many other ships, both sail and steam, were being sunk at the same time.

Sir William gave me a full list of the sailing ships he had owned. This I append:

Prize, ex *First Prize*, ex *Else*, three-masted tops'l sch. of around 350 d.w. tons, built by E. J. Smit and Zoon, Westerbrook, 1901.

Queen Elizabeth, three-masted full rigged ship, 3,000 d.w. tons, built of steel by McMillan at Dumbarton, 1889.

Carnmoney, iron barque, 2,000 d.w. tons, built by Workman Clark at Belfast, 1884.

Inverneill, renamed *Garthneill*, steel barque, 2,200 d.w. tons, built by Russell and Co., Port Glasgow, 1895.

Invercauld, more or less sistership to *Inverneill*, built by McMillan at Dumbarton, 1891.

Invermay, another sister, built by Russell in 1895.

Victoria, three-masted schooner, 350 d.w. tons, built by Lean at Falmouth in 1897.

Inversnaid, renamed *Garthsnaid*, sistership (more or less) of the other Inver barques, this one built by McMillan at Dumbarton in 1892.

Invergarry, renamed *Garthgarry*, another Inver, built by McMillan in 1891.

Garthpool, ex *Juteopolis*, four-masted barque about 4,500 d.w. tons, built of steel by W. B. Thompson and Co. at Dundee in 1891.

Wray Castle, renamed *Garthwray*, three-masted full rigged ship of 3,000 d.w. tons, built of steel by Williamson at Workington, 1889.

Celtic Glen, ex *Riverford*, renamed *Garthforce*, three-mast full rigged ship, about 3200 d.w. tons, built of steel by Wm Hamilton and Co. at Port Glasgow, 1892.

A Portuguese-built three masted wooden schooner also flew the Garth flag briefly, trading between Gulf

The barque 'Garthneill,' 2,200 tons deadweight, sailed round the world

ports and the West Indies. Her expenses in this trade were so great that she was sold. Sir William told me that she was the only sailing ship he ever sold while still in a condition to trade. He refused to sell any of the others. Indeed, he didn't get much chance, for *Invercauld*, *Invermay*, *Carnmoney*, *Victoria* and *First Prize* all went to enemy action in 1917 alone, and the ship *Queen Elizabeth* should probably be added to the number. In spite of these losses the surviving Garth ships did good work, and the Montreal company emerged from the war still owning five big sailing ships.

But the end of the war was not the end of their adventures by any means. Both *Garthway* and *Garthneill* distinguished themselves by making passages of inordinate length on at least one of their voyages—*Garthneill* from Melbourne towards Bunbury in Western Australia, which she reached by the ingenious but lengthy means of sailing eastwards almost right round the world, and *Garthwray* from Grangemouth towards Iquique, taking something like eighteen months.

Ended up as a coal hulk

At that time I knew the Garth ships very well, as did all ' Limejuice ' sailors. Having been thwarted in my attempts to serve my time in sail as a cadet through the sale of the old barque I was in, I was doing my best to get the necessary four sailing years astern of me in the forecastles of such British sailers as I could find.

I had a former shipmate who was in the *Garthneill* on her strange passage and later I knew an able seaman from *Garthwray* too. Indeed, I almost joined *Garthneill* myself, but I was told she was a hungry ship—with what truth I don't know, but it would scarcely be surprising.

She left Melbourne in July, 1919, bound for Bunbury to enter the railway sleeper-carrying trade between there and South African ports, for a new railroad then building. She was in ballast, but she was a smart barque. The passage called for her to make some 1,500 miles of westing across the Great Australian Bight. It was winter. She battled about for weeks, sailed a couple of thousand miles and made nothing. Then she put in at Sydney, N.S.W., to replenish stores. Leaving Sydney in mid-August, the wind still being westerly and south-westerly, strong to gale, the captain put up his helm and ran for Cape Horn. Past there at a champion speed, he raced on eastwards towards Good Hope and then, finally, right across the bottom of the Indian Ocean to Bunbury, running 15,000 miles to make 1,500 !

The old barque averaged 190 miles a day on this long run, but it paid no dividends. Not long afterwards she was sold to be a coal hulk at Port Adelaide—and she may still be there now.

As for *Garthwray* (which never was a ship that seamen spoke of with enthusiasm) she had a dusting off the Horn, suffered a shift of cargo and blown-out sails, and put back to Montevideo where the master, fed up with her, left. Refitted, she faced up to the Horn again but again lost the battle. She was trying to round the Horn westwards; *Garthneill* had sailed eastwards, which is a different proposition.

After battling round for a while and getting nowhere, the cargo shifting for the second time and the ship suffering damage, the new master put up his helm and ran for Cape Town. *Garthwray* was a year out from Grangemouth when she finally staggered into the Cape. Repaired again, this time she continued to head east and, passing to the south'ard of Australia, Tasmania, and New Zealand, reached Iquique after a run from Cape Town of just under three months. That cargo discharged—and the late delivery of any cargo was not at all pleasing to shippers nor profitable to owners—she piled herself up on Santa Maria Island in a fog and all hands must have heaved a sigh of considerable relief.

End of the line

In the meantime *Garthforce* had collided with an iceberg south of the Cape. Staggering back to Port Natal very badly damaged, she was abandoned to the underwriters there and became a hulk. *Garthgarry* was partially dismasted in the Atlantic while homeward bound from Iquique and upon her arrival was sold to be broken up. By 1927 only *Garthpool* was left and Sir William was courageously buying her cargoes to keep her going. When John Stewart's sold their full-rigged ship *William Mitchell*, the Garth four poster became the last commercial big sailing ship under the British flag. Then the wreck on Armistice Day, 1929, put paid to that. . .

There was no loss of life with all these wrecks and the survivors included a goodly number of young cadets—or apprentices, as they legally were. Sir William had become very interested in their training and afterwards, having tested public opinion with the usual correspondence in *The Times*, he set up the Sea Lions to provide Britain with a true training ship. But 1929 was a depression year. No funds were forthcoming. The Sea Lions died.

Maybe it was before its time. Now hopes are that after the successful sailing school ship race which he inspired, Sir William Garthwaite's ideas may stand a better chance of fulfilment than they ever did while he was alive. ⚓

Right: ' Garthwray,' eighteen months from Grangemouth towards Iquique

Below, right: The ' Garthforce,' dismasted after collision with an iceberg south of the Cape of Good Hope

Naval Photograph Club

by P. A. VICARY

A CENTURY to the day since the 78-gun wooden wall H.M.S. *Cambridge* became the first official naval gunnery school at Devonport, a shore establishment with the same name and functions has been commissioned.

This establishment is at Wembury near Plymouth. It was named by Lady Pizey, wife of the C.-in-C. Plymouth, Admiral Sir Mark Pizey. Captain R. C. P. Wainwright, R.N., the commanding officer, read the commissioning order before the ensign and commissioning pendant were hoisted. The original *Cambridge* (mentioned in the August issue) was replaced in 1863 by the steam wooden vessel *Windsor Castle* which took the name *Cambridge*. The gunnery school was moved ashore in 1907, losing its separate identity by being incorporated into the R.N. Barracks, Devonport.

* * *

The commissioning of H.M.S. *Girdle Ness* as the Royal Navy's first guided weapon trials ship—an event marking the Navy's entry into a new era of weapon power—took place at Devonport recently. The historic importance of the occasion may have as strong a sense of significance as that of the commissioning of the battleship *Dreadnought* in 1906.

Girdle Ness was built in Canada as a landing craft maintenance ship and displaces 10,000 tons. Various possibilities were considered for a trials ship—including the conversion of a cruiser, the building of a new ship or converting a ship of the *Girdle Ness* type. High speed and other attributes of a normal warship were not required and the *Girdle Ness* seemed to be eminently suitable in shape and size for the purpose for which she is required.

The guided weapon equipment fitted consists of radar, displays and communications equipment to select targets and control missiles in flight, magazines and handling gear for stowing and transporting the missiles, and a launcher. In addition there are elaborate facilities to obtain instrumental data. *Girdle Ness* is now in the Hebrides.

* * *

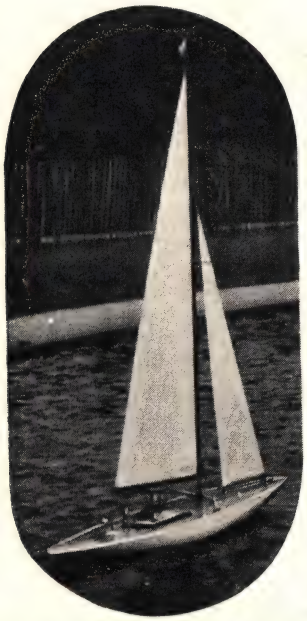
A cup known as the Bulawayo Cup is presented to the Royal Fleet Auxiliary ship which, during the year, has displayed the most conspicuous efficiency in fleet replenishment in the Mediterranean. The award this year has been made to the R.F.A. *Retainer* (illustrated below), commanded by Commander D. S. Norrington, R.D., R.N.R. (retd).

The trophy is named after the fast replenishment ship *Bulwayo*, an ex-German supply vessel converted after capture in 1945 and brought into service as the first ship of her type to fly the White Ensign. The R.F.A. *Retainer*, which was purchased by the Admiralty in 1953, was originally the *Chungking* of the China Navigation Co. She has been converted into a fast replenishment ship with special equipment for speedy handling of explosives and their transference to warships at sea by day or night and in all weather conditions. Between April 1953 and June 1956 she completed 106 replenishment operations.

In addition to carrying hard stores such as munitions and armament spares, R.F.A. ships, built as tankers, refuel warships at sea. ⚓

International at Bournville

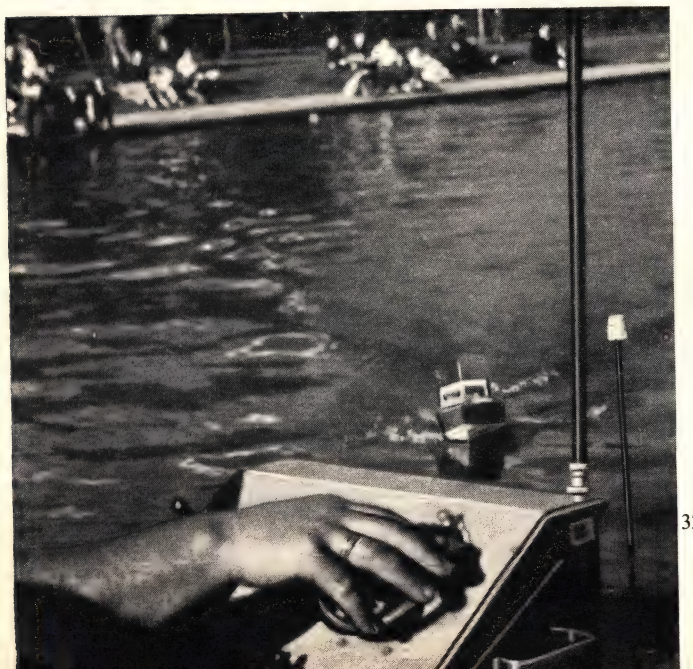
By C. DOUGHTY



Above : Five of the ten models under control at the same time

Left : G. Honnest-Redlich's yacht, a trim and graceful craft

Below : Mr. Peter Cummings' diesel boat finishing the speed course



THE International Radio Controlled Models Society's annual boats contest was held with conspicuous success at Bournville on August Bank Holiday.

A remarkable piece of workmanship was the entry of Monsieur Peppin of Paris, who exhibited a tendency to oversteer his tug, but his efforts brought considerable applause from the large crowd. He was shortly followed by Col Taplin of Birchington, Kent, with his fine model, *Britannic* which proved that the large scale boats could only negotiate the narrow course with difficulty, but the model made a graceful attempt, the sight being particularly pleasing as he dressed the ship while coming into harbour.

The absence of radio failure proved that large strides have been made in the design and construction of radio equipment. The most common fault at the boats contest appeared to be attributable to human error and seamanship—or the lack of it—but in view of the spectacle of 10 boats drawn from all classes at a moment's notice, which were all controlled separately and independently of one another, appears to put this remark to shame.

RESULTS

Class A: 1, D. Aldridge, Tyneside, 138 points; 2, K. F. Vearncombe, Liverpool, 136; 3, D. C. Harrington, Birmingham, 134.

Class B: 1, Col E. M. Robinson and Mr. L. G. Brough, Tyneside, 55.

Class C: 1, P. Cummings, London, 135; 2, A. Bailey, Tyneside, 130; 3, F. G. Buck, Stoke on Trent, 128.

Speed contest: 1, J. D. Taplin, Birchington, 2/43.3/5 sec.; 2, P. Cummings, London, 2/59.1/5 sec.

NAUTICAL BOOK REVIEWS

THE price of *Bock's World Shipping*, reviewed in SHIPS AND SHIP MODELS for April, was incorrectly given as £3 10s. It should be £11, although this price may be slightly lower in some bookshops.

Torbay to Lisbon—July 1956. Published by The Times Publishing Co. Ltd, London. Price 3s. 6d.

This publication will certainly be eagerly sought after by all lovers of sail. It is a pictorial record of the International Sail-training ships which took part in the race to Lisbon in July. There are more than 30 photographs of the entries, including one of the sinking of *Moyana*, the winner.

Sixteen of the pictures are full-page and there are some particularly fine shots of the square-riggers. The centre pages show a magnificent picture of the start of the race, taken as the ships were coming out of the bay. A complete list of the entries is included in the introduction, and the times taken are also listed.

Posted Missing by Alan Villiers. Published by Hodder and Stoughton Ltd, London. 16s.

Nothing is more final than a ship lost at sea. Nowadays a ship usually only founders in a storm of ususual severity and there are rarely any survivors. Often there is no wreckage and the ship disappears as completely as if it had never existed.

Naturally, small ships are more likely to be swamped by giant seas than large craft but this is not an inviolable rule. Take the case of the 20,000 ton ex-Brazilian Navy battleship *Sao Paulo*, for example. An old ship, granted, and one being towed to Europe for breaking up in 1951. She was being towed—that is important because all she had to do was float and battleships, above all else, are designed to float, even when they have been pounded by gunfire for hours.

Yet this ship, eminently seaworthy as she was, broke her tows in a storm and vanished in a matter of seconds—even before the tugs' radar, which was beamed on her as soon as a squall hid her from view, could locate her. Why? Nobody knows, because the men on board went down with her. Perhaps it was due to the heavy seas coming through the gun ports or perhaps her lashed-down boilers broke loose but these are only theories and the real reason will never be known.

This type of accident is no freak—indeed it is the rule rather than the exception. Occasionally, however, the tragedy of a ship foundering can be followed in all its horrifying stages with the spectators standing by helpless.

Such a case occurred in 1955 when the ocean-going trawlers *Lorella* and *Roderigo* were steaming off the North Cape of Iceland in bitter weather. Ice began to form on the trawlers, making them sluggish and slow to answer to the wheel. Then the vicious circle started. The trawlers could not turn because the weight of the ice on their upper parts was making them top-heavy and the more they steamed into the wind the worse the ice became.

Steam hoses were no use—as fast as they melted the ice, it froze again; the crew could not chip the ice off the decks and quite inevitably the trawlers began to go down *in full radio contact with other nearby ships powerless to help*. Urgent and repeated Mayday distress signals went out from the trawlers and then—silence.

Notwithstanding the fact the trawlers were post-war diesel-engined craft equipped with every modern scientific device, they were still sunk by the oldest element in the world—cold.

But perhaps the most distressing end to a ship is when she is crushed between the huge ice-floes of Greenland.

In the 1950s, five Norwegian sealing ships were working off Jan Mayen in the Arctic Circle. As usual, the ships had to nose their way through floating ice-floes, but this was an occupational hazard that caused the crews no worry. No worry, that is, until a storm blew up. Instantly the character of the ice-floes changed. From being mere slabs of sluggish floating material they changed into rearing plunging pile-drivers that snapped mainmasts like carrots and stove in hulls that might have been made of lead foil.

All the five ships were battered down by the ice—all the crews were lost and the only living creatures left were the seals that only a few hours earlier had been ruthlessly hunted by the men who were now fathoms down in the unbearable cold of the Norwegian Sea.

These extracts are just a few from Mr Villiers's book and although the book has a horror all of its own, it makes fascinating reading and raises, at its end, the eternal question—why do men go to sea?

Even the talented Mr Villiers does not attempt to answer this question.

West Country Passenger Steamers by Grahame E. Farr, published by Richard Tilling. 25s.

Grahame Farr is already well known for his researches into the history of the ships of Bristol and the Bristol Channel, not to mention his fascinating book on Somerset harbours, and this, his latest book, will add considerably to his reputation. In *West Country Passenger Steamers* he has gone further afield and includes the ships running to various Irish ports and from Penzance to the Scilly Isles.

An exciting interlude is the chapter on blockade runners, the numerous company of ships, many from the Bristol Channel, which were sold to the Confederates during the American Civil War. Useful appendices give lists, with dimensions and main details of the ships referred to in the book. With its 330 pages and 100 illustrations, this forms a notable addition to the series of books on coastal passenger steamers.

Four typical West Country steamers at Bristol

'Bellatrix' and 'Christian Radich' leaving the River Dart bound for the starting point

To Lisbon

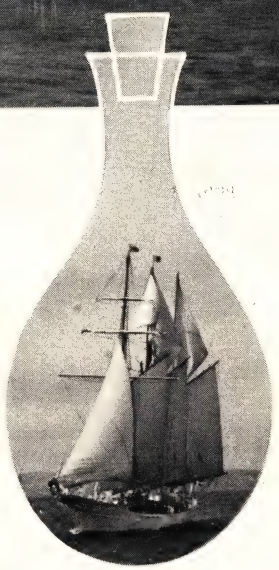
COMPARISON of speeds and performances of sailing ships always proves to be a popular topic. It is of more than ordinary interest, then, to discuss these points from knowledge based on first-hand experience.

In the sail training ship race to Lisbon I sailed aboard the Norwegian full rigger *Sorlandet*.

Sorlandet was at her best, I was told, with a light to moderate quartering wind and smooth sea. In a lumpy sea her short length made her rise and fall to every wave and caused loss of speed. In winds of Force 5 and upwards she would heel right over when under full sail, while her actual speed might not increase greatly. She was ballasted with 400 tons of granite in three-foot blocks, held in place with layers of stout planking to prevent shifting. In between each mast she set but two staysails, while it was found she answered her helm better with only three headsails—the flying jib being never set.

It was clearly evident that had she been given twenty or thirty extra feet in length she would have been immeasurably faster and would have been about the same size as *Christian Radich*. With this extra length the latter was able to keep ahead the whole time, especially in the stronger winds when she averaged a knot faster, and her larger size allowed her to set a greater sail area. Her lead over *Sorlandet* varied from twenty to seventy miles and was altering continuously from hour to hour.

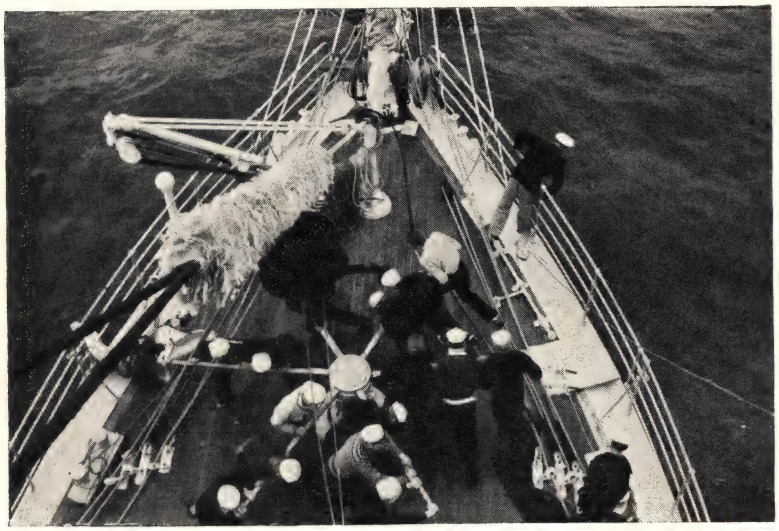
The duel between *Sagres* and *Sorlandet* was more exciting. On Wednesday, July 11, *Sagres* was seen on the starboard horizon as the sun rose. She had all plain sail set, including three staysails between each mast, and, in addition, fore and main topmast stunsails and triangular lower ones on each mast and three-cornered moonsails above her royal hoisted to the tops of her long poles. It was a magnificent sight. Her stunsails were

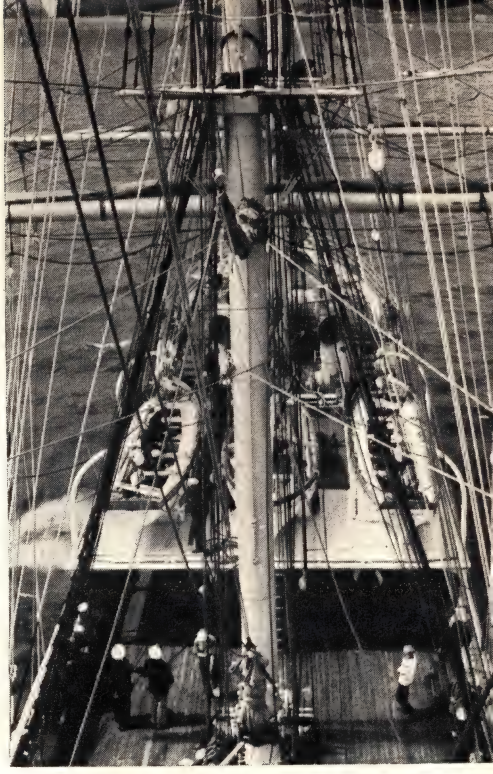


Right: The 'Flying Clipper'

Above: 'Sagres' under stunsails and moonsails—a sketch by the author

Below: Bird's eye view of the boys heaving up 'Sorlandet's' anchor





Looking forward from the mizzen top of 'Sorlandet'

The sail training ship race as reported by DAVID R. MacGREGOR from the Norwegian ship

in the SORLANDET

said to give her an extra 1½ knots speed.

By eight a.m. the wind was abeam from the south-east, Force 5. *Sagres* began to go ahead. By mid-morning she was on the horizon right ahead, but still in sight. *Sorlandet* had all sail to royals set, including the crossjack, and was heeling so far over that her lee rail was awash several times. At noon the official log gave the wind as Force 6 to 7.

Sorlandet was feeling the wind and sea very much and the mizzen royal and crossjack were taken in. She had averaged ten knots in the four hours up to noon. The wind soon began to moderate. By mid-afternoon *Sagres* was once more abeam to leeward and at dusk was so far astern that her two bow lights could be seen simultaneously. This was considered a great victory.

On the same day *Christian Radich* had experienced the same strong wind and also of four hours' duration, from four a.m. to eight a.m., and had averaged eleven knots in this time.

We never passed closer to a ship than five or six miles. *Sagres* we saw often. Even on opposite tacks off the Spanish coast we kept away from each other. This was most disappointing. The winds were southerly down from Finisterre instead of the expected northerly ones. *Sorlandet* could point up about 5½ points into the wind and *Sagres* about 6 or 6½ points. (The latter crossed the finishing line some five hours after *Sorlandet*.)

Two days after the start *Mercator* was hull-up on the horizon all day to the southward and gradually disappeared in the afternoon. The same day we passed the ex-Brixham trawler *Provident*. In the confused sea and fresh breeze she was rolling wildly. She had both gaff topsails set, foresail, staysail, mainsail, mizzen and a staysail between the masts.

Off the Spanish and Portuguese coasts we ran on parallel courses to *Maybe* for two consecutive days at very similar speeds. She crossed the finishing line three hours before us. *Bellatrix* was seen close in to the land on the last day and crossed the line an hour after us.

Unfortunately *Sorlandet* was becalmed off the treacherous Berlenga Islands for twelve hours on Saturday July 14—only forty miles from the Tagus and so lost many precious hours. No doubt other vessels in the vicinity were likewise affected. Fears were expressed that a current was setting the ship towards one of the islands, but when a mile away she drifted clear.

Later the ship was put about and her head pointed out to sea. The sails were continuously thrashing uselessly against the masts in the long ocean swell. A breeze did not spring up till four p.m. (In an emergency the motor boat on the port davits is used to tow the ship, which she can do at a speed of four knots.) I watched this operation performed after the finishing line was crossed, as it was after midnight and there was no sign of a pilot or the promised tug.

Sorlandet finished ninth. Her elapsed time from start to finish was 7 days, 11 hours, 41 minutes, 32 seconds and her corrected time was 6 days, 6 hours, 30 minutes, 52 seconds. ⚓

Above right: Carnival at Dartmouth, with 'Flying Clipper' in the background

Aboard the 'Sorlandet.' The accordionist provides the music for the boys' tramp round the capstan

Ships AND SHIP MODELS *takes a look at the Model Engineer*

EXHIBITION

Model of an admiral's barge for a Spanish 3-decker sent by Francesco Roig, Barcelona

We have invited three of our most popular writers—experts in their own fields—to comment upon the marine section of the 1956 Show. First . . .

SAILING SHIPS

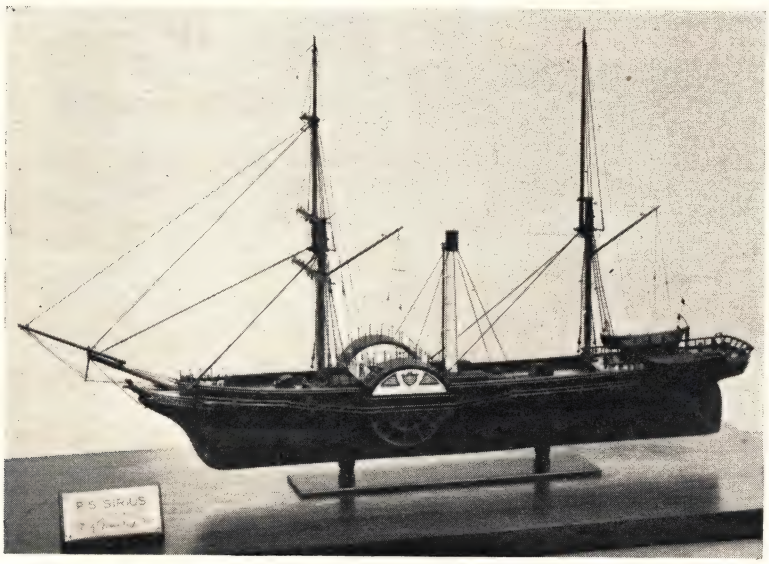
● by JASON

VISITORS FOUND MUCH to praise at the Model Engineer Exhibition this year. The layout of the exhibition drew many delighted remarks. There was ample room in which to move about though the numbers of visitors were greater. All the models were massed in the centre and were not too crowded. There was plenty of colour and, above all, variety of subject.

As is usually the case the marine section was by far the largest and it was here that the choice of subject was widest: from dug-out to trans-atlantic liner; from ten millimetres to ten feet in length; from sailing to whaling; in paper, wood and metal hulls.

The number of entries this year was greater than last. But with one exception there was very little that was outstanding in craftsmanship. Nevertheless the choice of subject was extremely varied. Indeed the appearance of some " periods " was long overdue.

A model of P.S. 'Sirius', the first steamship to cross the Atlantic, by J. A. Pomeroy of Gerrards Cross



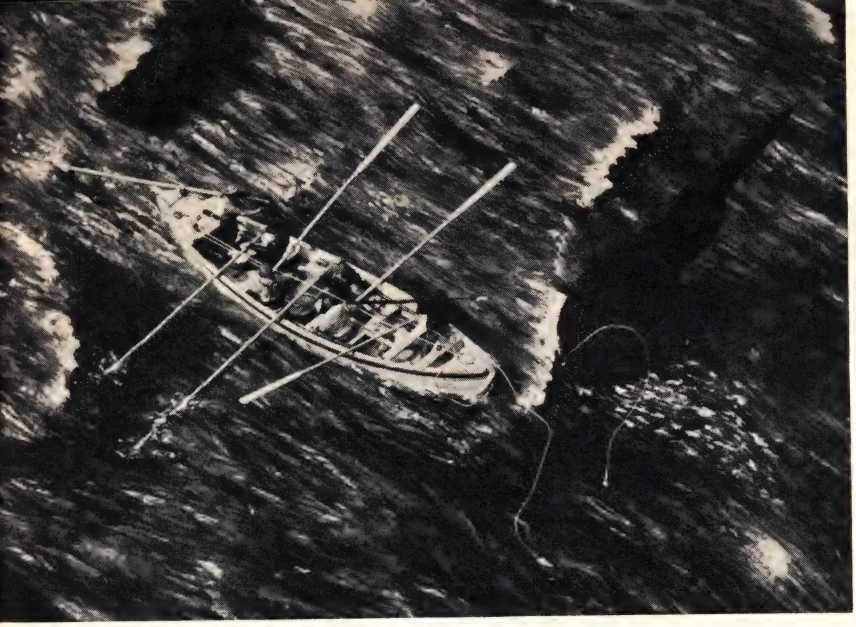
Champion sailing ship

The outstanding model in the sailing ship class was undoubtedly *Ariel*, a tea clipper by Ike Marsh of Barry, South Wales. He has been a regular exhibitor for more than thirty years and this is only his second Championship Cup. *Ariel*, which looks alive and alert, is characterised by meticulous attention to detail and Marsh has the craftsman's approach to his work rather than the artist's. As an instance his accommodation ladder has a small davit, the ordinary old fashioned bow type. At the head is the usual ball, roughly twice the diameter of the davit. Through the ball he has drilled a hole to take the swivelling bolt. At the top of this bolt, also free to turn, is the " butterfly " head to take the two controlling guys. This " butterfly " is $\frac{1}{16}$ in. in length and has three holes drilled in it—one to fit under the bolthead and the other two for the guys.

Many visitors must have seen in past years his steering gear with its right- and left-handed wormscrew blocks in easy working order at a scale of $\frac{1}{8}$ in. to 1 ft. The twelve-inch blocks have been tapped and attached to the arms which, in turn, fasten to the rudder head to the aforementioned scale.

The running gear from aloft was led through the block, lead and fair-lead down to its appointed belaying pin and there was sufficient in the coiled rope for normal purposes. All his anchor cable had the studs soldered in. What a painstaking job !

Mr J. Hardy gained a silver medal for his Spanish merchant ship of the



An interesting scenic model of a whale hunt sent by Ewart C. Freeston, chairman of Wembley Ship Model Society

early sixteenth century. He was inspired by Mr Field's work in the same subject some years ago. Mr Hardy's model is a nice, clean job well finished and beautifully rigged. All sails are well made and set but why did he mount a full-hulled model on a chock ? So little is known of this period that a critic is almost completely disarmed. But despite this advantage Mr Hardy went to considerable trouble in research work.

Another model which caught the judges' eye was the *Endeavour* bark, Captain Cook's famous ship, by Mr C. Middleton of Middleton near Manchester. The newly-formed Lancashire and Cheshire society will be proud of their secretary's award because of the exceptionally good woodworking craftsmanship allied to excellent rigging construction. It is the best model of this vessel I have seen. Was the main-hatch grating all in one piece ? This is one of several queries which the modelmaker tells me were shown on the drawings.

A massive model of a 40-gun frigate looked a very ambitious effort. It showed the framework of the hull. The topmasts were housed and the fore and mainyards were lowered to the heel and cockbilled. Yet the model would not bear close inspection for there was evidence of hurried work in this otherwise praiseworthy attempt by L. Gough of Lewisham. The nest of boats was not so well made as one would expect. The knees were scarcely better than matchsticks, bent to a fracture in the middle. The whole model was of oak, which could not be described as a good choice of wood.

An interesting model was that submitted by Senor Francesco Roig of Barcelona. It came from Spain by air and, being sensibly packed, was in perfect condition on arrival. It was an open boat described as an admiral's barge for a naval three decker, presumably late eighteenth century. It differed very much from English practice and design.

I did not like the heavy toggles on the yoke lines or steering lanyards, but the woodwork, two masts and rigging were excellent though the boat was carried out in oak. There was a quantity of carved scrollwork on the quarters. She was very narrow aft.

I noted a special feature to take the oars which reminded me of the Godstad ship. To ship an oar, the blade had to be dropped via a slit into the "poppet-hole." The oar was run out but a squared section prevented its going too far. The oars thus could not be unshipped by a heavy roll or a biggish sea. The hull appeared to be carved from one piece with the stem, keel and some deadwood added.

An interesting model which well deserved a V.H.C., U.S.S. *Constitution* (C), had footropes which finished in midair amidships. Dots on trim rails are a very poor substitute for belaying pins. The *Leon* brigantine (C) had thinner pennants than braces. The cable was ranged along the deck but where were the anchors ?

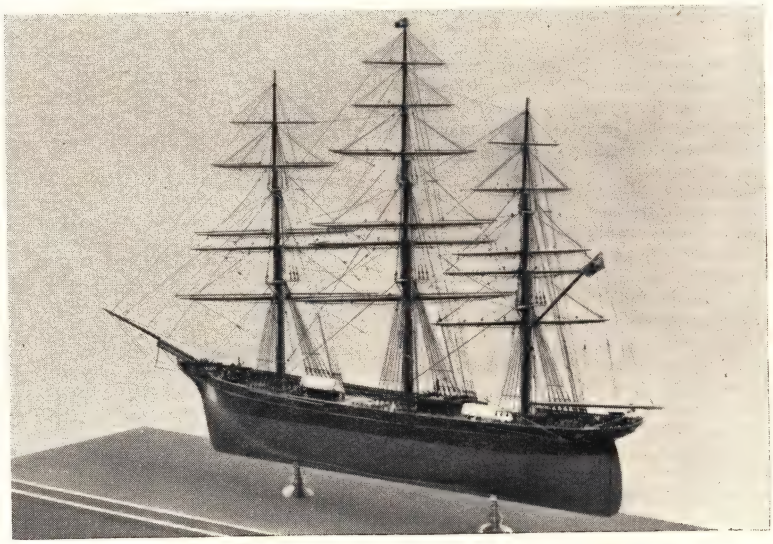
The gaff cutter by K. Snow shows improvement on previous work but not enough. I feel he could do better. Mr Worcester submitted a couple of very colourful models: a dugout and a woodskin made after personal observation in British Guiana. Mountain ash berries make excellent apples at a scale of 1 in. to 1 ft. Pale-eyed fish do not look fresh !

The three masted schooner *Result* was a nice model but the cloths of the sails did not run true. In the triangular sails a band runs median-wise from the sheet to the bend of the sail. The cloths are parallel to the leach and foot respectively, meeting at the median band.

Although the working class yachts and sailing ships section was small it shared four medals and a cup. J. Thompson of Leicester exhibited a fine model of a three masted barque. She was clean and robust with a well-cut suit of sails. In appearance she looked realistic. Her running gear was ideally suited for a working model and with a superb finish she fully deserved the silver medal.

Many admired the Brixham trawler

I. W. Marsh's model of tea clipper 'Ariel', which won the Sailing Ship Championship Cup



Valerian by Don Paterson for her full range of detail.

The revenue cutter H.M.S. *Buttercup* won a bronze medal and the Maze Cup for the two modellers, Messrs Rawlings and Bray of Southampton. Here was a hefty model, ½ in. to 1 ft, with studdingsails and ringtail and nearly a score of teeth that smugglers don't like. She was realistic and robust yet refined enough to permit visitors to see into the cabin where a chart and sextant were on view under a swinging cabin lamp. W. Gay of Hayes won a bronze medal for his Cochin China *Gay Bao* (1867) native craft. Like the Nickies and Nobbies the Far-Eastern coastal craft are giving way to the ubiquitous i.c. engine.

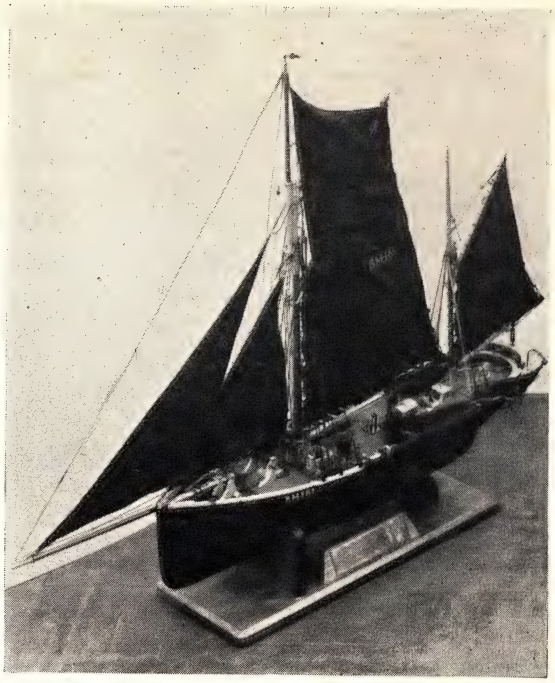
Among the static steamers the most interesting was the paddle steamer *Sirius* (bronze medal and Dennison prize) by J. A. Pomeroy of Gerrards Cross, Bucks. This model was nearly perfect and the maker is to be congratulated upon his choice of subject. Two other bronze medal winners in this class were Robert Beattie of Glasgow, with his tug *Cruiser*, a beautiful little well finished 20 in. model, and A. C. A. Keevil (Warlingham) who showed a waterline model of H.M.S. *Hedingham*. Here is a modeller destined for higher awards.

Very topical indeed was the entry U.S.S.R. *Sverdlov* by A. Robin Adey of Tunbridge Wells. This 30 in. waterline model was well detailed and fully deserved the Highly Commended Diploma. It also earned some praise from a member of the Russian Embassy staff.

There are limitations to paper as a medium for ship models. Mr Whitehead's *Kenya* earned a Commended Diploma in this material, but I feel he would do better in more orthodox materials.

Most readers will remember that a Championship Cup is now available for the miniature class and this year's winner was John L. Bower, a worthy and persistent trier for miniature honours. He exhibited an Italian liner *Cristoforo Colombo* at 100 ft to 1 in. For years now this modeller has persisted with his " still life " pastel shades in contradistinction to the Hampshire type " action scenic." He is a worthy " still life " champion for his neatness, cleanness and his finely-balanced choice in selection and rejection of details.

His nearest challenger was George Cunneber of Bristol with his waterline m.v. *Africa Palm*, a cargo ship. Here also was neat, well-finished craftsmanship coming nearer to Hampshire rather than Draper methods. Mr Cunneber also won one of the Dennison prizes. Apart from these two all other entries in the miniatures fell into diploma class. It would be fair to say that this year's miniatures failed to get above the " middling " category, though many were on the fringe of medal attainment.



A sailing model of the Brixham trawler 'Valerian' by Don S. Paterson of Maidstone

Mr Randall of Bromley, for example, showed a fisherman's beach boat in a scenic setting with fisherman sitting on an upturned basket repairing a net beside the beamy fishing boat. True it was a well-made boat. The beach was perfect but there wasn't much of it. We know this modeller can do very good work; one has only to remember his Martinet discharging coal. So too with Ewart Freeston's spectacular sperm whale hunt. It was a biggish case mainly " sea "—and not a particularly good sea.

Another Very Highly Commended model was the *Cutty Sark* by G. MacKay Smith of Midlothian. Here was an exceptionally good model spoiled by painting. I believe that unpainted it would have been in the Medal Class. The *Joseph Conrad* also failed in finish yet all of these models were much admired by the public.

The *Recorder* moored in the Thames was a fine conception for she was alongside three dolphins. An ensign gave evidence of a stiff breeze—so did the mooring ropes but the poor " sea " let Mr West down. Nevertheless he was commended for some good work. Mr Feasey of Slough had three entries. His rigging was really excellent but his woodwork fell below standard.

The ladies, not to be outdone, were represented by Miss Jennifer Barton of North London. She had a couple of well made models, a ship of the Cinque Ports and a Stuart Royal Yacht (1674), which gained her two Highly Commended Diplomas.

It was not an outstanding year for good models, especially the miniatures with only two medal standard models. Could it be, as one cynic remarked, " The best models are in the Loan Section " ?

But thank goodness the work exhibited shows promise for the future !

POWERED BOATS

at the exhibition

● **by A. D. TROLLOPE**

UNDOUBTEDLY the boat showing the finest finish and general craftsmanship was the cabin cruiser *Joanne* built by A. G. Woolf. This was an excellent copy of the Bates *Sirius Star* class of river cabin cruiser and the general finish and workmanship was on a par with that of the prototype.

Having spent many hours cruising in the prototype, it was a model that interested me greatly but unfortunately it had one or two rather bad detail faults. I have never yet seen a cabin cruiser with a clear plastic mast or a large towing bollard on its after deck ! Those are the things that lose a good model a lot of valuable marks. However it well deserved the bronze medal awarded.

No one could help admiring the Championship Cup winner, the whale-catcher *Setter II* by R. C. Jackson. Here was the real prototype model—a fine, well-made and shapely hull, accurate details and with an engine room appropriate to the type of vessel modelled. It was driven by a two-cylinder Warrior engine and Trident boiler, both designs from the board of Edgar T. Westbury. Some of the detail work was a trifle heavy and the interior of the hull was roughly finished and unpainted.

Another example of a whalecatcher, by R. E. Bond, was also exhibited and received a Highly Commended. It was not so well finished as *Setter II* and very unfortunately powered by a diesel engine. Otherwise it was a good looking and faithful replica of the actual type of vessel.

A bronze medal was gained by F. D. Skinner of Cardiff for his model of the Royal Barge. This electrically-driven model was a lovely piece of work but not quite accurate in detail. There have been many excellent pictures of this boat available, but, nevertheless, if one has not seen the craft it is difficult to assess the many subtle details. As an example, the tops of the cabins are crimson, but the paint line only extends to the tops of the windows, and the sides of the cabins are varnished teak. This does not show in a photograph. The insides of the crew cockpits are white enamel and not varnished and surely, Mr Skinner, not a " two ringer " at the wheel ! The drive to the propellers was not a good arrangement either. It is better in a triple-screw craft to take the drive to the centre propeller only and let the outer trail. A very nice model, but spoilt by minor errors.

The well-known steam drifter of D. S. MacLellan of London received a silver medal, and the Model Power Boat prize—a well-deserved award as this model was exhibited straightway from many miles of running at various regattas. It is, I believe, some years old and has won several other awards. An excellent reproduction of a sturdy prototype and very accurate in detail—a result obtained from the many hours that the builder spent examining the actual ship.

A large cabin cruiser model by Mr Veale of Southampton was awarded a V.H.C. It was exhibited on the Vickers-Armstrongs S. and A. Club stand and was much admired for its exceedingly fine finish and workmanship. It was of conventional form to what was apparently a freelance design.

A type of vessel unfamiliar to British eyes was a diesel-powered model of a new German lifeboat built by S. H. Sharpe from rather meagre information. In the circumstances Mr Sharpe produced a very good job, clean and well finished though details were somewhat heavy. The hull and general layout of the vessel were an interesting contrast to the lines of the normal British lifeboat and the builder is to be congratulated on making quite a good job of an unconventional vessel. It was awarded a Highly Commended Certificate.

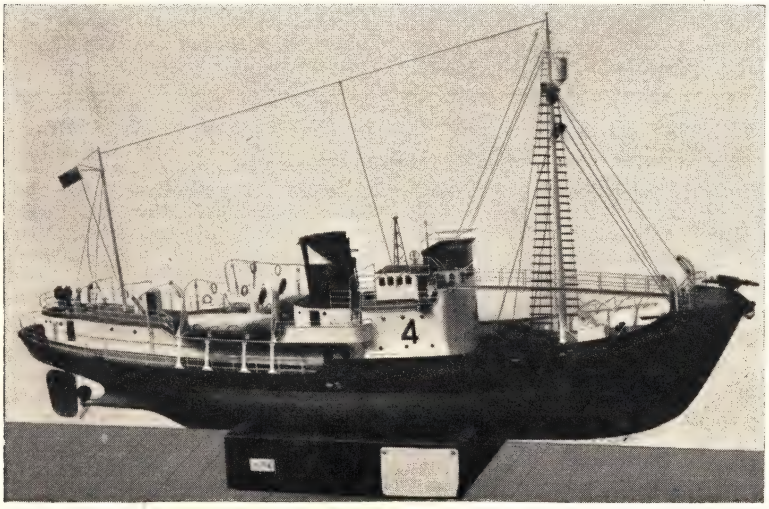
A sailing model of revenue cutter made by E. J. Rawlings and M. J. Bray of Southampton. She has a detachable keel for sailing

Another unusual prototype was chosen by A. E. L. Morison who showed a model of the Canadian train ferry *Princess of Vancouver*. Here again the builder captured the general characteristics of the prototype, producing an interesting model. He was awarded a Commended Certificate.

As in previous exhibitions many of the models lost marks through lack of accuracy in detail, poor hulls, bad painting and a bad choice of power plant. Many of the boats had obviously been built purely as a vehicle of radio-control gear with little interest in their design or appearance as boats. Exhibitors should remember that entries in this section are judged purely on their merits as power-driven prototype vessels with the accent on their excellence as true replicas in every respect of actual or possible ships.

Whether they are fitted with R/C or not is of little importance. Admittedly, a good model fitted with radio control would gain a few extra credits but radio control in itself will never make an indifferent model into a prize winner in this section. The cup will always go to a model true to the prototype. Hull, engine, finish and detail must all be correct though a very small model that was a perfect replica of a steam or motor vessel would not be penalised if fitted with an electric motor. But fitted with a steam plant, such a model would rate a higher marking.

A fine working model of a whale catcher by R. C. Jackson of North London, which was awarded the Steamship Championship Cup



FLAGS

at the exhibition

● by ALEC A. PURVES

IN THE SEARCH for the best flags on ship models at the M.E. Exhibition, two outstanding examples caught my eye. The palm for the best-made flags goes to Messrs E. J. Rawlings and M. J. Bray for their blue Customs Ensign, with the yellow castellated gateway in the fly, and the blue masthead pennant—with the same design in the hoist—on their revenue cutter, *Buttercup*, circa 1810.

Both flags were beautifully made, and the only criticism is regarding the method of hoisting the ensign, which appeared to be stitched to the halyards. Toggle and tack rope had not come into general use at that date and ensigns usually had a rope sewn into the canvas heading, with an eye-splice or thimble protruding at each end to which the two ends of the halyard were bent. At the scale of ½ in. to 1 ft this method of hoisting could have been shown.

For the best choice of flags the award goes to J. A. Thompson, for his 3-mast barque of 1885. At the foremast he showed a trading or complimentary flag of a design now obsolete but correct for the period—namely the attractive old Swedish merchant flag with the combined Union of Sweden and Norway in the canton. For his signal hoist at the mizzen he also showed some flags which are positively identified with the period—DMLF (" I have had a quick passage ")—as the last two designs were changed in the 1901 code. A house flag at the main, and a Red Ensign over the code pennant at the peak, completed a pleasing display of bunting.

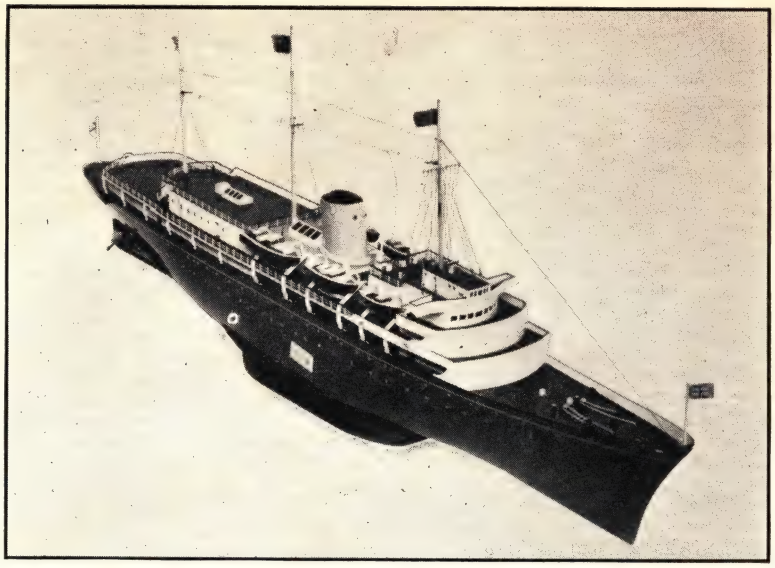
Another interesting item was A. R. Adey's Russian cruiser, *Sverdlov*, with small but well-made flags—U.S.S.R. ensign and jack and a complimentary White Ensign at the fore. I also liked the White Ensign on A. C. A. Keevil's *Hedingham Castle*, but feel that a commissioning pennant should also have been flying. There was an interesting selection of flags on J. E. Longhurst's Stuart single-decker, presumably of James II (from the Royal initials) although the painting might have been more carefully executed. The 1606 Union at the jackstaff and the Red Ensign with the St George's Cross (1621-1707) are correct, but the other two flags—red at the fore and St George at the main—are rather confusing.

While I can find an explanation, I doubt if Mr Longhurst intended this: a vice-admiral of the Red (red flag at the fore with Red Ensign), temporarily flying his flag in a single-decker in 1691, using Russell's signals of that year, hoists a " Genoese ensign at the maintopmasthead " for the Blue Squadron to draw into line ahead. Alternatively, as a private ship —which should have the red pennant at the main—she is repeating both this signal and " Engage the enemy " (red flag at the fore).

R. G. Hutson showed a modern Norwegian flag at the peak of his brigantine, *Leon*, which is correct if she is represented as after December 1898. But she was built in 1880 and is depicted as a new ship, so the flag should contain the combined Swedish and Norwegian jack in the upper canton. Yellow stars instead of white were shown by B. G. Phillips in the " Old Glory " of his U.S.S. *Constitution*, while several exhibitors still insist on three white fleurs-de-lis instead of yellow in their Tudor and Stuart Royal standards.

The Loan Section provided two items for comment: those who think that tiny flags are impossible to produce should have examined the excellent signal flags and ensign on J. T. King's destroyer, H.M.S. *Brissenden*, and, finally, it would be unusual for me not to mention my good friend, Donald McNarry.

This year he has not produced much in the flag line, but on his later *Favell* model he shows the Finnish flag over VB. I think he must have represented her as during 1934, the last year of her life, when the flags meant " Signal not understood, though flags are distinguished." Otherwise, during the rest of her time under the Finnish flag, they would have indicated " Sickness is contagious "—by no means an impossible hoist, but one that I have not yet seen on a ship model.



An interesting model of the Royal Yacht ' Britannia ' by John H. Anderson of North West London

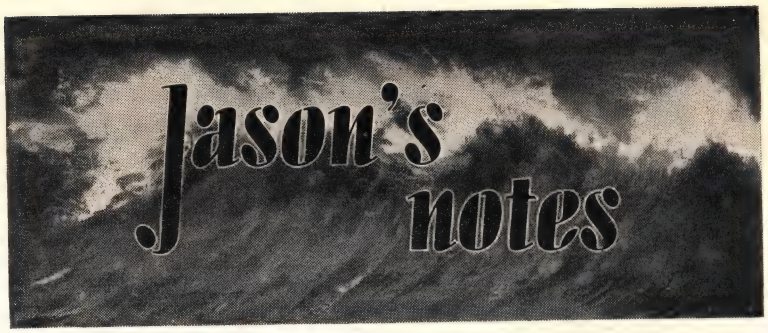
POSTSCRIPT

● by EDWARD BOWNESS

THE number and variety of the ship models at this year's Model Engineer Exhibition prove that the interest in ship modelling is as much alive as ever. It should be remembered that all the competition models are being exhibited for the first time and that many of them have been built during the past 12 months.

As only a small proportion of the models actually built ever reach the exhibition, the number of people who spend their leisure building models of ships must be quite considerable. They include people from all walks of life and some of the finest models have been produced by people with only limited workshop facilities. A corner of the dining table with a few simple tools is all that is needed for building a miniature scenic ship model.

To build a model with the idea of exhibiting it at an exhibition such as ours has a stimulating effect, not only in maintaining a high standard but in completing the model by a given date. And after the exhibition one is left with a model in which one can take pleasure for many years to come.



BY OCTOBER all ship model societies are into their winter programme. Frequently I am asked: What is the ideal syllabus ? There is no ideal syllabus. Much depends upon the policy of the society, much depends upon the membership and its work.

As an instance of this Sheffield has swung right over from general static models to power boats. Don't ask me why. I don't suppose the members of Sheffield could give a direct answer. Take the case of Hammersmith. Someone decided that members were not doing enough work on modelling. That was some years ago . . . then a small cup was presented for the best miniature model—and an annual exhibition was inaugurated. Within a year or two the standard of work rose.

Meanwhile the chairman was quietly pursuing his special hobby of guns. He made a working model of a harpoon-firing gun in the modern fashion. Why not, I said, mount the gun on a fo'c'sle head ? Why not the whole whalecatcher ? Why not a working model whalecatcher, as the gun was a working model ? Why not a radio-controlled job ? Why not fire that gun by radio control ? All of which adds up to the fact that the Hammersmith chairman has nearly finished a radio-controlled working model of a modern whalecatcher complete with working model of a harpoon-firing gun !

Now the miniature modellers at this society are turning their hands to bigger models, so that the half a dozen shows a year shall not suffer from a shortage of exhibits.

For secretaries

EVERY syllabus must contain a few " musts." An important one is an inquest on your last exhibition. The questions on the whys and the wherefores should be agreeably mixed with constructive criticism. And don't forget every society should have at least one exhibition a year at which are present friends and relatives. Wives will find out that other wives are in the same boat—metaphorically speaking—as themselves !

Snapshot and sketch night

EVERYONE has met the person who insists on showing his holiday snaps. For the ship modeller this can be an interesting evening, especially if the snaps are supplemented by sketches of some boat or ship. But remember, it is better to show a dozen snaps of one ship than one snap each of twelve ships.

Who are the experts ? Why, they come from your own members. How are they discovered ? Quite easily by having a demonstration night, each member showing either *a.* his favourite trick or *b.* inviting others to tell him how to do a job which he himself finds difficult to perform.

Do not imagine that you have to be a talented speaker. Even if you cannot speak at all you can answer questions—and you'll be surprised how well you can talk.

Wives and sweethearts

DON'T be cynical and echo " may they never meet ! " Once a year each society should let its hair down. Even if it runs only to a cup of tea and a hot dog it's a night out for the womenfolk. Speeches ? Not on your life ! A penny fine on every member talking " shop " adds a zest, especially as all the models are on view. *Let the wives describe them*—and you'll vote it the best night on the syllabus.

Outside speakers

NOT every society is as fortunate as the London societies. They can invite speakers from other bodies who will present fresh viewpoints on some chosen subject—such as the selection and use of woods, metal working, cordage and rigging and cutting out sails. Perhaps there is a member who is adept at extracting " meat " from a book or a local person who will lecture on his particular field of activities—a glass merchant, for instance.

If a member has never been on his feet before encourage him to talk by answering questions. In such times a chairman's job is to keep things going. Anything which produces controversy is to be encouraged. At all times the secretary keeps his eyes open for anyone who displays evidence of specialised knowledge of some subject, enlisting him for a ten-minute chat in a future programme, which, with a few pertinent questions and answers, will easily add up to a useful half hour or so.

However, the best evening of the whole winter should be the " Work in Progress " night. Three or four models should be put on the table for information and criticism of a constructive nature.

Preparation of syllabus

THIS is, finally, the secretary's job and, of course, he must be tactful yet persuasive and determined.

By November the second part of the winter programme should be ready. Wembley, for example, have had for years past tiny vest-pocket cards printed with the full year's syllabus.

An outing of some sort should be planned for the fine weather. Docks, museum, a shipbuilding yard or a small harbour is a wonderful tonic—and don't forget a camera or two.

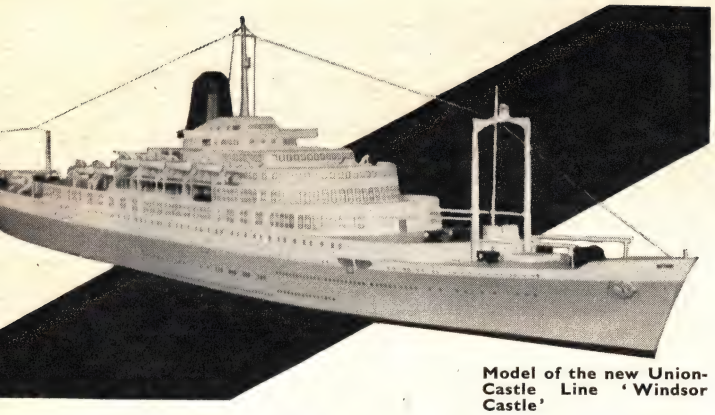
The lone wolf

MOST people know that wolves hunt in packs and also that there is the lone wolf, a mysterious sort of animal.

In ship modelling circles we usually refer to the worker who struggles along by himself as a lone wolf. In recent weeks I've met a dozen or so. At least four of them surprised me—utterly surprised me. They did not believe in societies as of benefit to them personally. On recalling their work I had to agree with them. Two of them are Championship Cup winners.

One of the quartette was a member of a newly-established pre-war society in a big Midland city. It did not start again after the war and he was reluctant to help revive that society. Two of them just preferred to work alone. One even went so far as to say he " found it a waste of time attending meetings." *Yet all four of them do not hide any tricks from anyone enquiring. And they willingly help the beginner.*

On the other hand many lone wolves are anxious to participate in society affairs. They want to meet fellow modellers. Each one of six modellers round a table puts one tip on the table and picks up five. More about this next month.



Model of the new Union-Castle Line 'Windsor Castle'

SHIPS IN THE NEWS

★

By LAURENCE DUNN

To the merchant ships built this century each decade has brought its own distinctive hallmarks, both as to shape of profile and details of fittings. In the years to come a few liners of the 1950s will certainly stand out for the manner in which their design deviated from the traditional. To the forefront of these there will be the *Southern Cross*, the proposed 40,000 tonner for the Orient Line, and the *Windsor Castle*, 38,000 ton project of the Union-Castle, advance details of which are given later.

Usually, however, gradual evolution is the rule and the *Bendoran*—latest addition to the Ben Line fleet—provides an interesting example of this. During the years 1944-49 this firm built a number of high-class cargo liners which, though not exact sisters, conformed to one general design. This had a short fo'c'sle, a tall compact superstructure and five hatches. In the *Benreoch*, a larger vessel completed in 1952, the fo'c'sle was doubled in length while the after shape was changed by the addition of a poop, on which a sixth hatch was fitted. The yet newer *Benvrackie* and *Bendoran* have seven hatches apiece, the superstructure having been extended to provide for the extra one just forward of the funnel.

The shape of the *Batang*, a new Dutch cargo liner, shows how a company may break from its traditional style after gaining experience with purchased tonnage.

As to German-built cargo tonnage, subtle changes are taking place. Of the many medium and larger size ships built there since the war, the majority have conformed to a certain slick-looking pattern. Chief features are a short fo'c'sle and compact superstructure placed abaft the third of the four hatches, this usually surmounted by a funnel of almost standardised proportions — sharply tapered and with slanting top. Combined with an oft-repeated pattern for stem, stern, kingposts and masts, the result was a profile whose German origin was immediately apparent to the enthusiast.

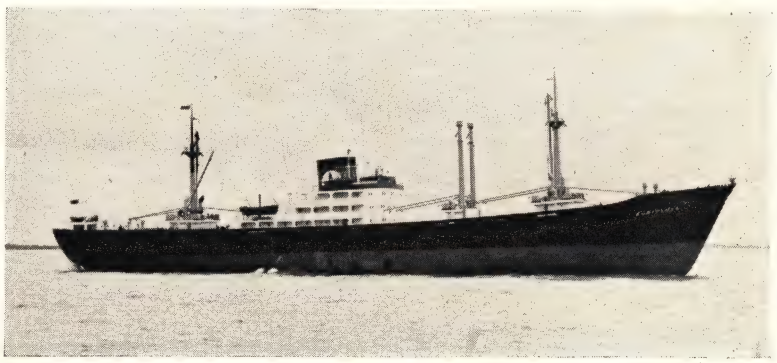
In this respect the *Eurydamus* is interesting, for although the basic layout is the same there are small indications of a breakaway from recent near-standardisation. Now that the immediate first needs for new tonnage have been met, I have been told that in forthcoming German ships we are likely to see greater variety of design.

New Union-Castle design

NEGOTIATIONS are now far advanced for the building of a 38,000-ton mail vessel by Cammell Laird for the Union-Castle Line which, it will be remembered, is now part of the British and Commonwealth Shipping Company group. The new liner, which is to be named *Windsor Castle*, will be the largest and best appointed ship to engage in the South African trade. She will measure approximately 783 ft in length overall, 92 ft in mld breadth and 50 ft depth to C deck. These figures compare with 748 ft × 84 ft × 44 ft for the company's present largest vessels, the 28,000 ton *Pretoria Castle* and *Edinburgh Castle*.

The appearance of the *Windsor Castle* will be unlike that of any other ship in this fleet, the most notable differences being in the great build-up of superstructure forward of the funnel. Here, after the pattern of Orient Liners, there will be large sports arenas protected at front and sides by permanent screens. In contrast to the forward mass, the after promenade decks will be low and unusually clear of erections and here, from the passenger's point of view, the main features will be two open-air swimming pools—one for each class.

Accommodation will be provided for approximately 250 first and 600 tourist-class passengers. This will be of the highest standard and extensively air conditioned. Other new features for the comfort of passengers will be the fitting of stabilisers, the provision of a separate cinema and a much greater number of private bathrooms. The vessel will be driven by twin screws, double-reduction geared turbines and three Babcock and Wilcox



Turbine-driven cargo ship 'Eurydamus,' of 8,986 tons

water-tube boilers, and will have reserve power to make the mail voyage in reduced time if required.

She will be the third liner to bear this name. The first one, of 2,672 tons gross, was built in 1872 and in May of the following year broke by a margin of two days the record established by the Castle Line's chartered *Penguin* for a run of twenty four days from Dartmouth to the Cape.

The second *Windsor Castle*, 18,967 tons gross, was launched by the Prince of Wales (now the Duke of Windsor) in 1921. She and her slightly earlier sister *Arundel Castle* were the only Union-Castle liners to have four funnels although later, when the ships were re-engined and lengthened, these were replaced by two larger stacks.

The *Windsor Castle* was sunk by an aerial torpedo in March, 1943, while conveying troops to North Africa.

Tramp ship development

FOR many years the most popular size for tramps has been round 10,000 tons deadweight, but lately there has been a tendency to build vessels of rather larger size. In cargo liner design this would have usually resulted in an increased number of holds and more cargo handling gear. In the majority of these bulk cargo carriers, however, the number of holds has remained the same as in the smaller ships, but each has been made longer. Thus the profile is a simple one, generally little different from that of the 10,000 tonner.

Two handsome-looking turbine-driven cargo ships of this larger size have recently been completed at Seebeck, near Bremerhaven, by the A.-G. Weser. Ordered by P. D. Marchessini and Co., New York, and intended for service under the Liberian flag, the vessels are the *Eurydamus*, delivered on June 30, and the *Eurytan*, which was handed over five weeks later. Each carries a deadweight of 13,250 tons on a draught of 29 ft 7 in. the gross tonnage for the *Eurydamus* being 8,986.

The main hull measurements are length b.p. 452 ft and breadth 61 ft. There are five holds and hatches, which are served by ten 5-ton derricks together with one of fifteen and one of twenty five tons capacity. To facilitate the carriage of deck cargoes the winches—electrically driven—are mounted on raised platforms.

For the crew, which totals fifty, there are single and double-berth cabins. There is a combined dining and recreation room for the officers and another for the petty officers. For the rest of the crew there are separate recreation and mess rooms. The galley is electrically operated. Besides the officers' accommodation amidships there is a large owner's cabin and two others for passengers. Navigational equipment includes loran, radar, echo sounding and gyro compass. The single-screw geared turbine installation was made by the builders and on trial at 4,500 s.h.p. gave a speed of 14 knots.

New Dutch cargo liners

AFTER the war, to help make good their losses, the Nederland Stoomvaart Mij. (Netherland S.S. Co.) added a number of American-built ships to their fleet. Eight of them were of the well-known C3 design, 16½ knot turbine-driven cargo liners with a gross tonnage of around 8,000. Most of these were newly completed, but some had seen war service as escort aircraft carriers.

All eight were given traditional company names commencing with the letter R (*Radja*, *Riouw*, etc.). Following experience gained with this design, the company has taken delivery of three Dutch-built motorships named *Banda*, *Batang* and *Batjan*, which are not of the firm's normal layout but, instead, incorporate many of the C3 features. The result is interesting, for though the layout reflects the American background, details and general appearance are essentially Dutch. The superstructure has been made even higher, a poop added and two of the masts are of the rectangular section so often seen in Dutch ships.

The second of this trio, the *Batang*, was delivered by P. Smit Jr on July 2 and is shown as she left the Thames later that week on her maiden voyage to the Far East. A single-screw vessel of 8,800 tons gross and of 10,400 tons deadweight capacity, she has accommodation for eight passengers. Her overall length is 476 ft 9 in. and breadth 65 ft 8 in. The main propelling engine is a 7-cylinder Smit-B. and W. turbo-charged diesel of 8,750 b.h.p., and this gives a service speed of 16 knots.

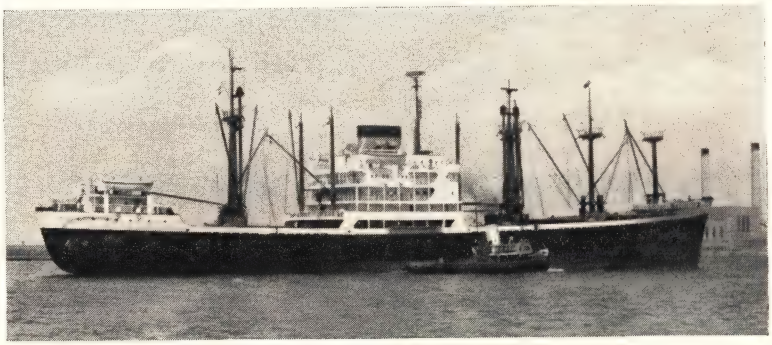
Fourth of her name

LATEST and largest ship in the Ben Line fleet, the 10,355 ton *Bendoran*, entered service in July, sailing from London for Penang, Port Swettenham, Singapore and Hong Kong. In future she will operate between these ports and Rotterdam, in company with the *Benveoch* and *Benvrackie*. These are both recent vessels of similar size and like the *Bendoran* are capable of 17-18 knots in service.

The new ship which, like the others, was built by C. Connell and Co., Port Glasgow, is of 12,000 tons d.w. and measures 507 ft in length overall and 64 ft breadth moulded. She has six holds as well as extra cargo space in the poop; there is also further tank space which may be used either for the carriage of latex or bulk oil or, alternatively, for dry cargo. All the holds are fitted with the Cargocaire system of ventilation. They are served by a very elaborate derrick equipment, comprising ten of 5-tons and eight of 3-tons lift.

Besides these there are two heavy lift derricks—one of 70 tons by the foremast and one of 50 tons by the mainmast. Finally, there is a pair of 5-ton electric cranes by the funnel to serve No 4 hold. The crew have single-berth cabins while the passengers, eight in number, are provided with three double- and two single-berth cabins.

The single screw is driven by a Parsons double reduction geared turbine which takes steam from two Babcock and Wilcox oil-fired water-tube boilers. Two external features which deserve mention are the glass-fibre lifeboats, which have a rich brown high-gloss finish, and the small smoke deflecting fin which projects horizontally from the after edge of the funnel.



M.V. 'Batang'—one of a trio built for service between Europe and Indonesia

TRADE TOPICS

High-impact glue

EVO-STIK Impact Adhesive 528 is now available in handy 1s. 9d. tubes from all specialist shops. The adhesive is of the high-impact type and will stick anything.

It is applied thinly to the two surfaces to be joined and left for 10 minutes. On being pressed together the two parts stick immediately and permanently—so much so, in fact, that the work has to be carefully done as there is very little chance of breaking the joint.

If necessary, the adhesive can be obtained in tins in almost any quantity.

Sail training ship drawings

THE sail training ships race from Torbay to Lisbon aroused a surprising amount of interest, as witness the enormous number of spectators lined along the sea front from Torbay to Brixham and Berry Head on the day the ships took their departure.

Undoubtedly a proportion of ship modellers, many of whom were seeing square-rigged ships in action for the first time, were among the crowds. This must have inspired a number of them with the ambition to build a model of one of the ships in the race and to meet this demand, the Holborn Drawing and Tracing Co. has prepared drawings of a number of sail training ships.

The ships included in the list are:

Almirante Saldanha (4m. Topsail Schooner) Brazilian.

Comte de Smet de Naeyer (Ship) Belgian.

Danmark (Ship) Danish.

Georg Stage (Ship) Danish.

Gorch Fock (Ship) German.

Eagle (Ship) American. Sister ships.

Statsraad Lehmkuhl (3m. Barque) Norwegian.

Herzogin Cecilie (4m. Barque) German.

Joseph Conrad (Ship) British.

Kaiwo Maru (4m. Barque) Japanese.

Nippon Maru (4m. Barque) Japanese.

Lady of Avenal (Brigantine) British.

L'Avenir (4m. Barque) Belgian.

Gladan (Schooner) Swedish.

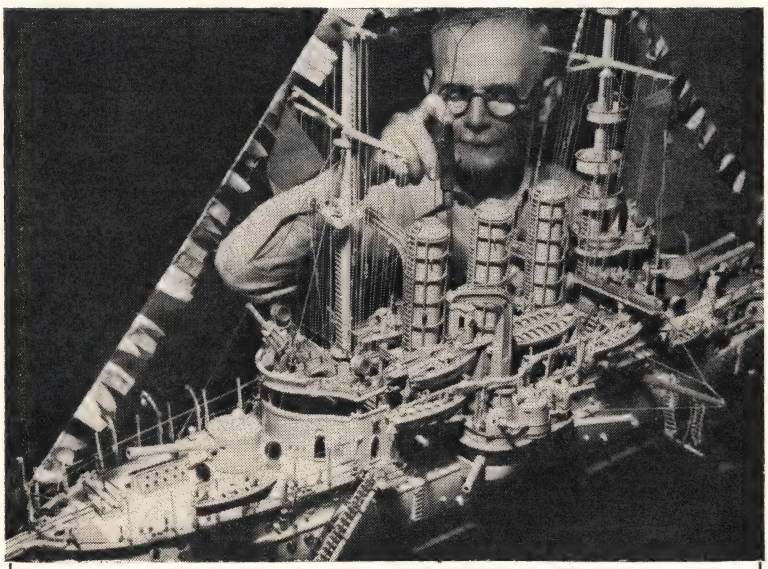
Falken (Schooner) Swedish.

In each case hull lines, deck plans and profile, and sail and rigging plans are included. In certain instances further plans giving fuller details are also available. The size of the drawings is approximately 42 in. by 24 in. The drawings are based on plans provided by the builders of the ship.

A scale is given in each drawing by which actual dimensions may be measured so that the model can be made to any desired size. Whether the model is required for sailing or for exhibition purposes, the drawings will be found to be equally suitable. For a sailing model it is recommended that it should be made as large as possible, as this minimises the difficulty of getting sufficient displacement.

Complete particulars of the drawings and an illustrated catalogue (price 1s.) may be obtained from Holborn Drawing and Tracing Co. Ltd, 60-62, Queen Elizabeth Avenue, Hillington, Glasgow, S.W.2.

Hungarian Modeller



A retired Hungarian engine fitter, Mikls Bojcsik, made this model of the battleship "St. George," in which he served during the first world war. It took him 17 years to complete. The model is to a scale of 1:100.

Handy modelling knives

USEFUL knives for ship modelling are made by W. R. Swann and Co. Ltd, Penn Works, Owlerton Green, Sheffield, 6.

In the 2s. 6d. range, the blades (three different shapes) are bolted into a holder while in the 5s. range the four blades can be folded back into the holder. Spare blades are six for 2s. 6d. in the cheaper style and 3s. for six in the other.

Preserving paint

HERE is a gadget which has as many uses generally as it has specifically for modelling. It is an ingenious pump that evacuates the air from tins of paint to prevent skin forming and the paint deteriorating generally. It can be used for lacquers, varnishes and all similar materials.

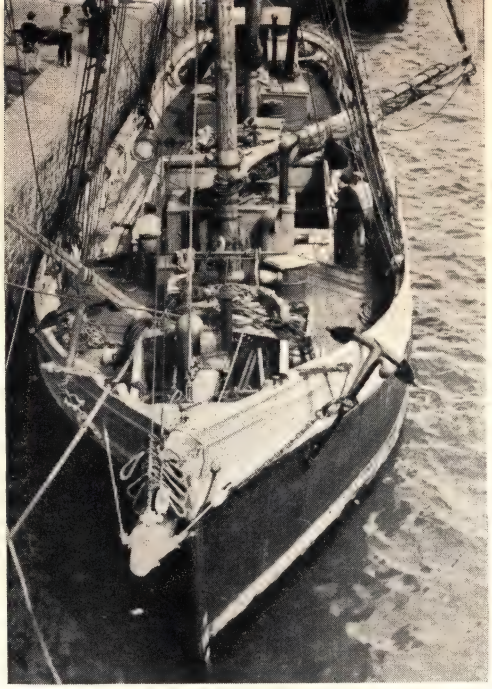
Price of the pump, including a supply of seals, is 12s. 6d. Makers are Vitry Vacuum Sealers Ltd, 31, Hanover Buildings, Southampton.

Junior ship modeller

NEW kits of ship models are now available which form an admirable introduction to ship modelling for a youngster. The kits are supplied with the plastic components finished ready for assembling with a special glue.

The cost is from 2s. upwards and a wide range of kits is available from Burleigh of Edgware Road Ltd, 303, Edgware Road, London, W.2.

Above left: 'Irene' beached at Appledore



Right: Looking down on 'Irene' from the mizzen rigging of the 'Kathleen and May'

The wooden trading ketch of the West Country is a dying craft. Happily, writes R. J. SCOTT, one of the loveliest of them still survives. She is . . .

IRENE of Bridgwater

THE Bristol Channel has long been the home of the West Country wooden trading ketch. Before the outbreak of the last war these craft ran almost to two score—and even ten years ago there were more than a dozen of them. Today there are exactly four in active service . . .

Happily one of the loveliest of the line, the shapely *Irene*, is still with us. Now skippered by Captain Bill Schiller of Appledore and crewed by two seasoned hands, Roy Screech and Jack Slade, she closely rivals the fine schooner *Kathleen and May* in the excellence of her maintenance. The not unusual scene of both craft together at Appledore quay is one to delight the eye of any old salt, even allowing for reductions in rig.

She was built in 1907 at her home port by the well-known yard of F. J. Carver and she was, in fact, the last launching on the Parret River. Her original measurements were 97 tons gross (77 net) with dimensions of 85.5 ft × 21 ft × 9.1 ft, loaded freeboard being 14 in. Since then, of course, she had auxiliary power fitted, which meant reduction of canvas and alteration of tonnage ratings. Formerly she carried a typical trading ketch rig which included three jibs, boomed fore stays'l and a lofty main topmast which set a jib-headed gaff tops'l.

Now powered with a 90 b.h.p. Ellwe motor she is reduced to only two heads'ls, gaff main and leg o' mutton mizzen, but despite this she is still an attractive craft. Her lovely hull lines are unspoilt and, indeed, are displayed to good effect by her blue-grey bulwarks above the usual black hull. Inboard her bulwarks are immaculately white with mast colour fife rail, deckhouses, and fo'c'sle companion. The masts and spars are scraped and oiled over working parts with the rest varnished.

The matter of reduction in rig has long been a debatable point among schooner and ketch men. Usually when ketches were initially fitted with low-powered oil engines the reduction was slight. First to go generally was the flying jib with a corresponding shortening of the mizzen to trys'l pattern. Up to 1939 there was still a number of craft using two jibs and a main gaff tops'l though since the war, with 70-90 h.p. motors, the fashion seems to be as illustrated in the case of *Irene*.

Canvas today is no mere sentimental gesture—there is little room for sentiment in modern commerce. It serves several useful purposes: 1, steadying effect in a seaway; 2, economical assistance to motor power in fair winds and 3, when light on the wind the after canvas helps considerably to hold the course.

Graceful lines and a shapely stern: 'Irene' under sail at Appledore

Ships AND SHIP MODELS Mailboat

● Letters of general interest on maritime matters are welcomed. A nom de plume may be used if desired, but the name and address of the sender must accompany the letter. The Editor does not accept responsibility for the views expressed by correspondents

HELP WANTED

SIR,—I wondered whether any reader could tell me any more about the ship shown on this page.

It comes from an album of my grandmother's, which she made up when she was in South Africa in the late 1880s and early 1890s. This was when her step-father, M. Penfold, was harbour-master at Capetown.

Cowes, I.O.W. K. H. HAMILTON-SMITH.

Can anyone identify this ship? The scene is at Table Bay, Capetown, in 1892. See letter " Help wanted "

ORIGIN OF BRIDGE

SIR,—In reply to V. Barrat's enquiry [Mailboat, September], it would seem likely that the term " bridge " originated with the adoption of the flying gangway connecting the paddle-boxes in early steamers which provided an unobstructed view for the purpose of navigation.

Worthing, Sussex. E. KILNER BERRY.

SIR,—In reply to the query from V. Barrat [Mailboat," September], I think it probable the expression " bridge " came into use at the time of the earliest steamships.

These were all propelled by paddles and to enable the captain to handle the ship (particularly when going alongside) a narrow platform or " bridge " was provided, crossing the ship from the tops of the two paddle boxes, the wheel, etc., being placed in the centre.

Margate, Kent. R. DOBSON.

SIR,—Mr Barrat will possibly have to delve quite deeply into history to find the origin of the term " bridge."

In the early days of their Empire, the Romans were forced to equip a fleet to tackle the Carthaginians. There was no artillery in those days although both sides used javelins and arrows to good effect.

They carried as many troops as possible in their warships (the first marines ?) and also carried boarding planks which were used to bridge the gap between two ships. This " bridge " was carried athwart the ship when not in use and it was very soon found to be an admirable observation post.

It this explanation is true (and it certainly sounds feasible) the expression " bridge " is well over 2,000 years old.

Salisbury, Wilts. V. MANTES.

The old 'Cap Pilar' at Wivenhoe in Essex. See 'Down the Colne'

A BROADSIDE !

SIR,—One has only to make a study of the pages in the July number of SHIPS AND SHIP MODELS, to see how unbalanced it has become. Twenty pages devoted to sailing ships of various sorts and only *seven* to power-operated vessels !

The omission of Fleet Review can only be excused by the charitable thought that the Editor had a mental aberration !

At the moment, I would say the most interesting items are in the Mailboat pages where I hope this letter will end up.

Bagenalstown, Eire. D. J. PAUL BERESFORD. (*Commander R.N.(Ret.)*

HORNBLOWER RIDES AGAIN

SIR,—I was tickled pink by a small item in your companion journal, *Model Engineer*, for September 6. In the article describing the *Mayflower* replica, it was stated that the chief of the American reception committee was none other than H. Hornblower !

What a pity C. S. Forester could not have been the commander of *Mayflower*—I can just imagine the scene when Forester met Hornblower !

Selly Oak, S. DAY.
Birmingham.

● *If a Lieutenant Bush could have been on Mayflower, the story would have been complete !—Editor.*

CLASSIFICATION OF SHIP MODELS

SIR,—Referring to Jason's Notes in SHIPS AND SHIP MODELS for September, I would like to make some observations on the classifications of models.

I do not like the word " static " for models other than working models, and I suggest that the description Dockyard Model would indicate a complete scale model of this type. Instead of " scenic " I think the term Waterline Model would make it clear that the full hull is not represented, and all scenic models would be included in this category.

I would like to see the " miniature " class retained, but I would relate the classification to the smallness of the scale in which the modeller works, and not the size of the model. A subdivision of Dockyard Models might be possible, to separate models of built hulls only.

A tabulation of these might make the suggestions quite clear, as follows: 1. Working models; 2. Dockyard models, (a) rigged and (b) built hull; 3. Waterline models; 4. Miniature models (say 30 ft. to an inch or smaller), (a) dockyard, (b) waterline.

I hope these notes will be a helpful addition to the comments you will receive on this problem of classifying the diverse range of models produced.

Slough, B. G. PHILLIPS.
Bucks.

DOWN THE COLNE

SIR,—I thought readers may be interested in this picture of *Cap Pilar*, now lying idle at Wivenhoe. As I said in my article last month, she is probably the only survivor of the French Grand Bankers and when she is finally written off there will be no more of her type.

Colchester, PETER M. WOOD.
Essex.

DIFFERENCES ON DROMMEDARIS

SIR,—I was most interested in D. E. Clapham's fine article on his model of *Drommedaris* [SHIPS AND SHIP MODELS, July], but there are one or two points in his description of the ship on which I feel I must cross swords with him. Mr Clapham states that *Drommedaris* was a fly boat of 200 tons. Now although there is no very accurate description of *Drommedaris* it is certain that she had a flat stern and taffrail and was therefore a pinnace.

In *Ship Models and Ship Building Art and Design* published by the Netherlands Historical Shipping Museum, Amsterdam, it states:—1, In contrast with the fly boats the pinnace had a flat taffrail; 2, The difference of the pinnace—in contrast with the fly boat—was the flat stern, on which the outerskin terminated, and 3, The flyboat's difference was that it had a round stern, the outerplanking was bent inwards to finish on the stern post.

Then again my information (from old records) is that *Drommedaris* was a ship of 190 lasts about 380 tons. I am enclosing a snapshot of the model (about 1/3 size) of *Drommedaris*, which was built for the Van Riebeeck Tercentenary and is now ashore at the S.A. Nautical College, " General Botha," Gordon's Bay.

Cape Town, I. W. ADAMS.
S.A.

NEWS FROM AFRICA

SIR,—May I offer my congratulations on the excellent covers of the July and August issues. I would very much have liked to have seen more photographs of the sailing ship models rally but realise that you cannot give too much space to one article.

I have found others interested in scale model sailing ships in this vast country but due to the difficulties of distance and transport it is very doubtful if we shall ever be able to get together in one place for a rally. This is a great pity.

Though aware that I am repeating myself I must say again how much I look forward to and enjoy SHIPS AND SHIP MODELS.

Windhoek, FREDERICK W. BISHOP.
S.W. Africa.

A model (1/3 scale) of ' Drommedaris ' in a South African college. See letter on this page

A Canadian reader's picture of an unidentified ship (believed to be Norwegian). Can any reader name her ?

ACANTHA

A radio-controlled steamer built largely from scrap to the 'Penang' design featured in Model Engineer in 1947

by A. M. SMITH

AMONG the many models made from the *Penang* design published in *Model Engineer* nine years ago, I think mine is probably unique in its being radio-controlled and steam-driven with a hull and superstructure of cardboard !

Previously I had made several ½ in. scale locomotive models in this material, the first of these being built from a design published in a very old edition of the M.E. handbook, "Simple Mechanical Working Models." It was a 2-4-0 express engine of the L.C. and D.R. and was powered by elastic.

With the experience thus gained in cardboard modelling I decided to make an ornamental model of *Penang*. But before the hull was completed I decided instead on a working steam model fitted with radio control. The cardboard used throughout the construction is approximately $\frac{1}{16}$ in. thick, with edge-to-edge joints made with H.M.G. glue—a moderately fast setting adhesive similar to balsa cement.

The plating of the bows and stern was done in strips ½ in. wide on cardboard frames. The built-up units were then glued to the centre section with cardboard bulkheads fore and aft.

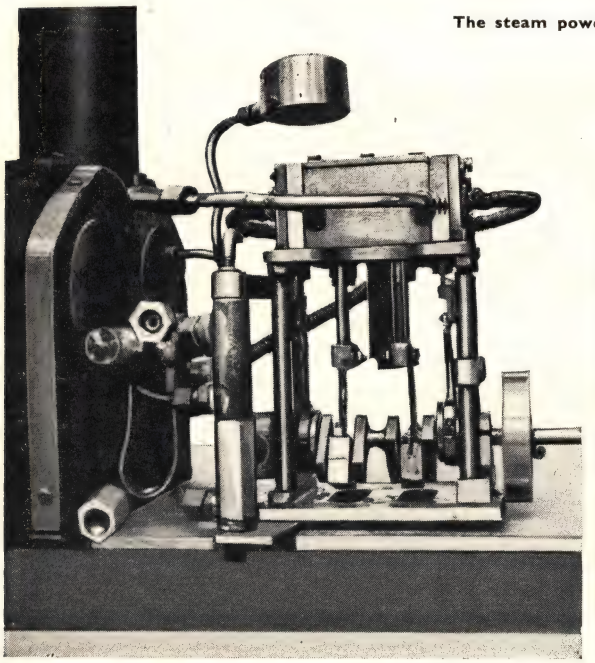
Lost by fire !

The bottom was originally made with a double skin, separated by a ½ in. air space, and the boiler section was covered with asbestos. A fault in the burner caused the bottom to burn under the asbestos, and the boat had to be flooded to prevent a more serious disaster. It was on endurance trials in the bath at the time and so was quickly salvaged ! The boiler now rests on a ⅛ in. brass plate fitted on wood strips glued to the hull. The only metal used apart from this is immediately above the boiler, engine and, of course, the rudder and stern tube.

The hull was finished off with a thin layer of plastic wood spread on with a knife to a thickness of 1/32 in. Two coats of paint and one of varnish have proved ample to protect the hull and only two soft spots, due to water, appeared after some hours' immersion. These were dried out and given a thin coat of H.M.G. glue before re-painting.

The pictures reproduced will, I hope, show that the unusual materials used can be moulded to give good lines and a remarkably strong and light construction. The hull weighs two pounds and has ample buoyancy to carry the equipment for radio control.

The steam power plant that drives 'Acantha'



Close-up of the bridge and superstructure

This is Mercury-Cosser set. The receiver is housed in the stern and the aerial plugs in the base of the mast, which is fixed to a detachable section of the aft deck. The H.T. battery is carried in the bows and the dry batteries for the steering motor and actuator are alongside the engine.

The transmitter is controlled by a telephone dial-switch, which I have altered to make contact instead of break contact as it returns to zero.

Dialling rudder positions

The actuator has four switch positions and four neutral positions. By dialling eight it will turn through 360 degrees. Dialling '1' turns the boat to starboard and '5' turns it to port. The rudder automatically centralises itself in all other switch and neutral positions. The engine controls can only be operated on a straight course and all control motors have a slight delayed action.

The engine originally fitted was based on the design for the O-gauge *Mollyette* locomotive by L.B.S.C., all parts being made in duplicate to form a vertical 2-cylinder marine engine, $\frac{3}{8}$ in. bore and $\frac{5}{8}$ in. stroke. This has since been rebuilt as a compound with piston valves operated from the opposite cylinder crosshead. The bore and stroke of the H.P. cylinder is the same as before and the L.P. cylinder is $\frac{5}{8}$ in. bore and stroke.

Power and economy

This engine is very economical in steam and appears to develop more power than the original. The boiler feed pump is $\frac{1}{8}$ in. bore by $\frac{1}{4}$ in. stroke oscillating-cylinder type as designed for a mechanical lubricator by L.B.S.C. It is driven at engine speed and absorbs much less power than the more conventional types of feed pumps I have tried.

The boiler is fired by a vaporising methylated-spirit burner. Steam from a pressure-controlled valve is passed through a single-heating coil of tube in the spirit container and then discharged overboard. This boils the spirit; and the vapour at an extremely low pressure burns in a bunsen-type burner, giving a short and extremely hot flame.

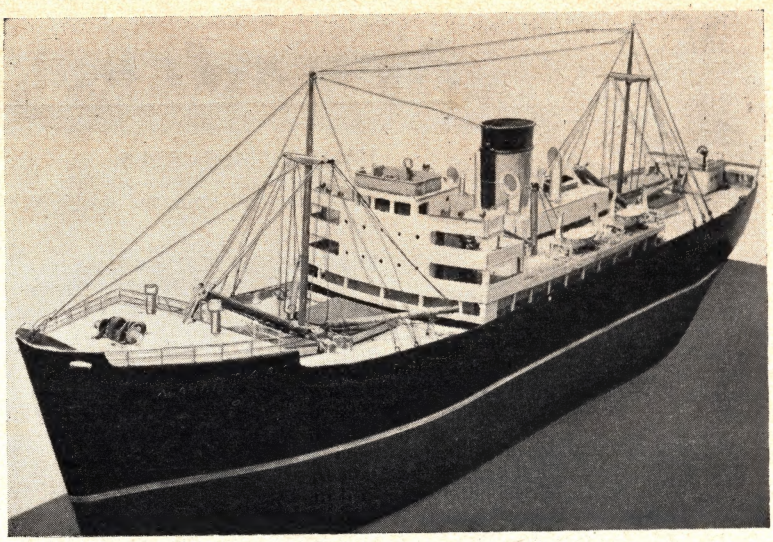
The amount of steam needed is very small and the valve needs only to be cracked open to get full power from the burner.

Various jet sizes

The pressure control valve, which reduces the flame when the boiler pressure rises, closes at 40 lb. and opens at 30 lb.

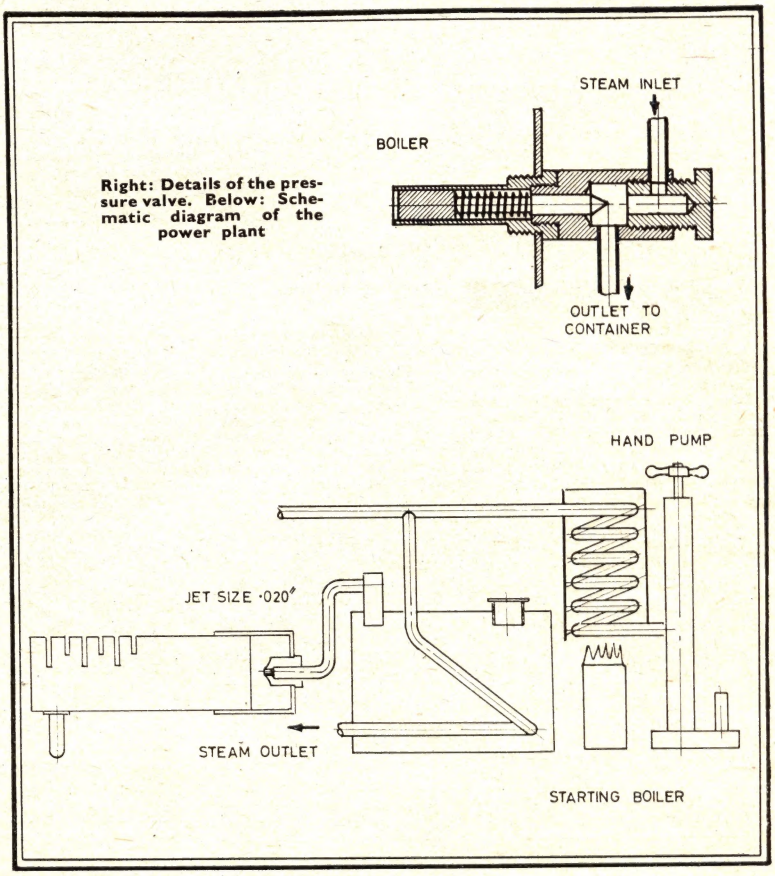
The burner jet size is not critical and can be varied if a larger or smaller flame is required. The burner is extinguished normally by shutting the steam valve, but in emergency it will go out instantly if a little cold water is poured on the spirit container.

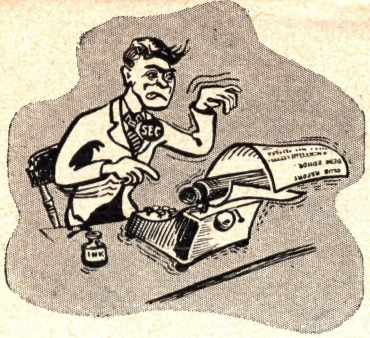
The initial heat for starting is obtained from a miniature "flash" boiler consisting of a hand pump and a coil of $\frac{1}{8}$ in. tubing fired by a wick burner.



General view of the completed model which shows how the most unorthodox materials can give excellent results

Right: Details of the pressure valve. Below: Schematic diagram of the power plant





News from the clubs

HOVE AND BRIGHTON M.Y.C.
October 7. Fourth club championship (36 in. and 10-r); 14, Keyworth Cup (limited entry) (M-class); 21, Countess of Carnarvon Trophy (10-r); 28, Fourth club championship (M-class).

CLYDE SHIPLOVERS' M.M.C.
October 8. Illustrated talk on Ships, by Jack Skerry.

POOLE M.Y. and P.B.C.
October 7. Consolation Cup (M-class); 11 and 14, Coronet Points (M-class); 21, Team Race (M-class); 28, Hookey Cup (M-class).

WEMBLEY S.M.S.
October 8. "Mechanical aids for ship modellers," by J. B. Jenkinson; 22, "Rigging of sailing ships," by A. L. Tucker.

Y.M. 6-m. O.A. and SOUTH LONDON M.Y.C.
October 14. Radio-control regatta; 28, Margaret Jupp Trophy (consolation race).

HAMMERSMITH S.M.S.
October 2. Model Night; 16, "Planking and Framing," by H. W. Beesley.

FLEETWOOD M.Y. and P.B.C.
October 7. Leech Trophy (A-class); 14, Mayoral Cup (10-r).

SOUTH LONDON S.M.S.
October 11. Club Night; 25, "Ship models at the Model Engineer Exhibition," by Lt-Cmdr J. H. Craine.

Secretaries are invited to send brief reports of their meetings and regattas for publication on this page. Reports should be typed for preference and written on one side of the paper only. Details of forthcoming events should be forwarded at least one month before they are scheduled otherwise it may not be possible to include them.

This happy end-of-season picture was taken at the M.P.B.A. radio-control regatta, Victoria Park, London. It shows J. H. Anderson (North London Power Craft) being assisted by Messrs Bates and Wilk to start his boat in the main event

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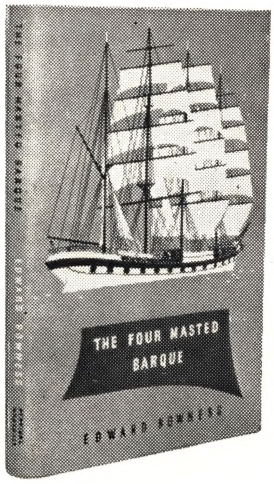

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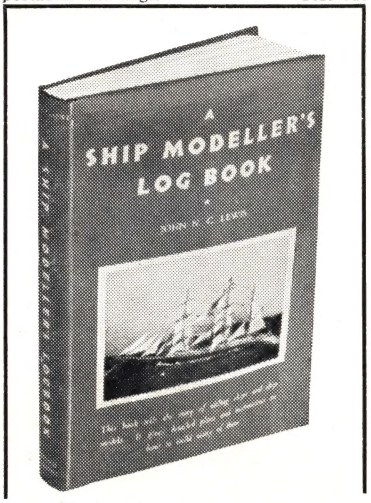
SHIP MODELLING HINTS AND TIPS *by Lt.-Comdr. J. H. Craine* ("*Jason*"). The book does not deal specifically with any one particular model, but is intended to consist of hints and tips for the young and old, the craftsman and the student, the artist and the novice. Beginning with a chapter on the fascination of model ships, the author gives some advice on how to find out all about the ship of your choice and then deals in detail with different kinds and types of models, methods of making hulls and ropes, the selection of materials, the modelling of guns, anchors, grating, davits, portholes and flags. **10s. 6d.**



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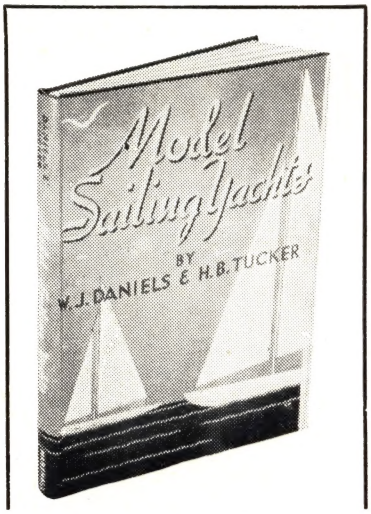

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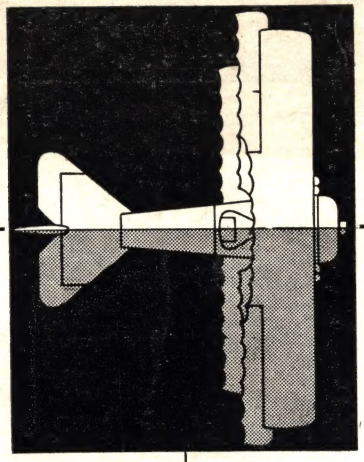

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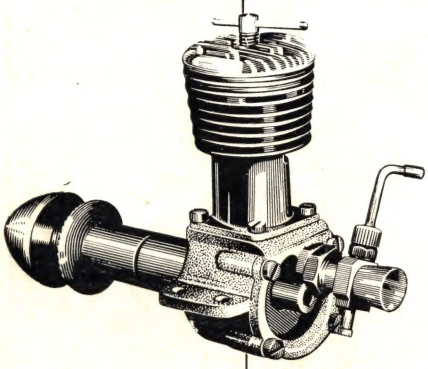

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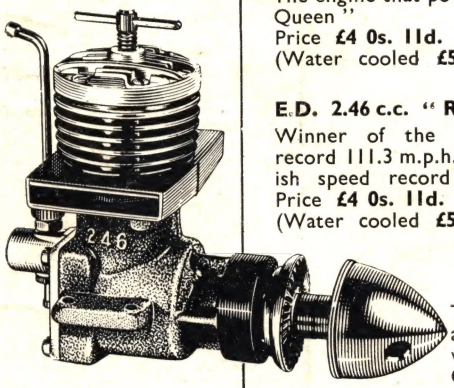

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